350th ISSUE!

RACING PUMA
IN-DEPTH GUIDE

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STUNNING RESTO

Classic Ford

RESTORE • MAINTAIN • MODIFY

February 2025

132 PAGES!
Packed with the UK's finest Fords

ISSUE 350 SPECIAL!

GAME CHANGERS

28 *iconic cars (and vans) that helped create and shape the classic Ford scene*

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SUPERVAN

PLUS:
- ESCORT SPORT
- FORDS ON THE 'RING
- CUSTOM POP 100E
- YOUR TECH Q&As

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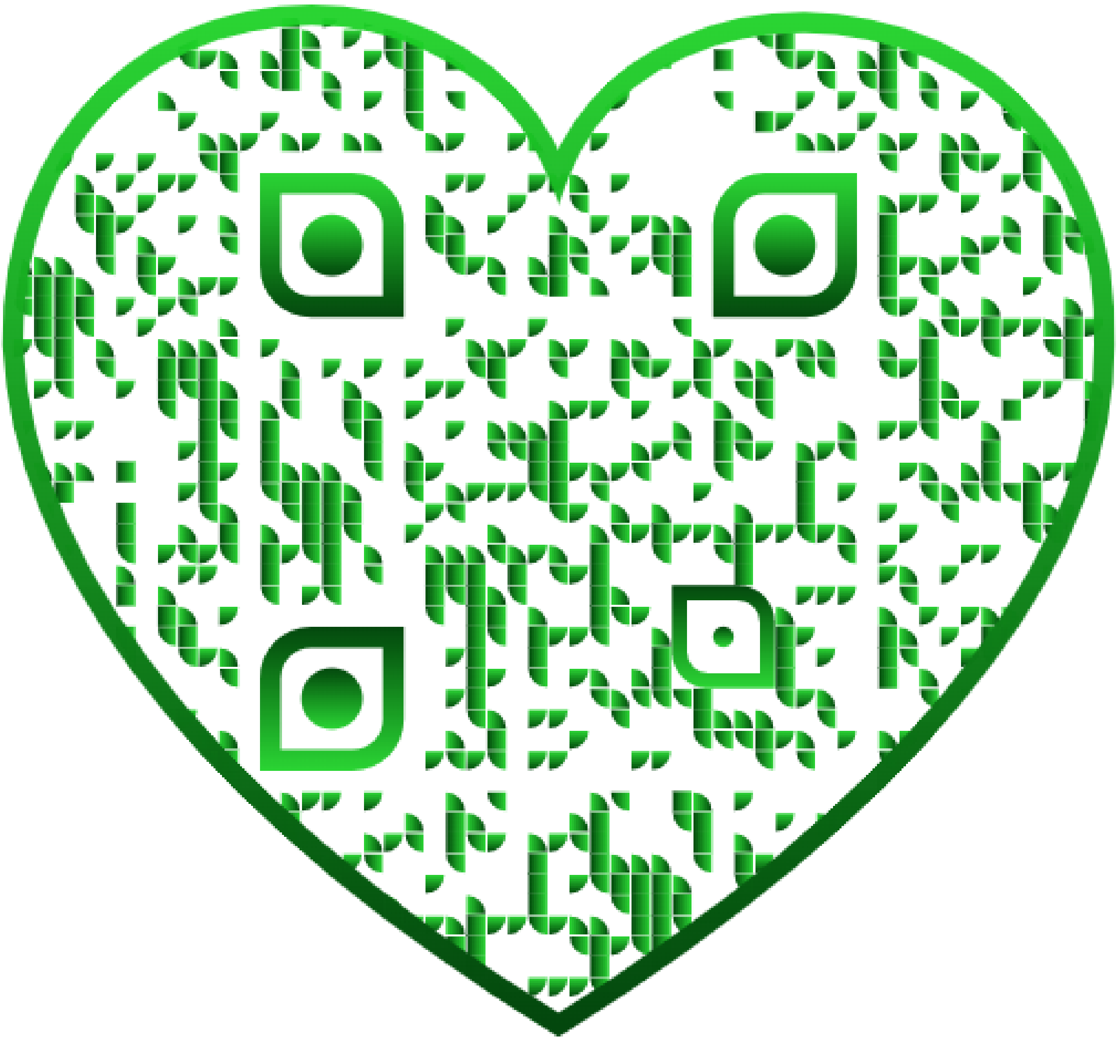
UPGRADE IT:
FORD'S COYOTE V8
Inside the impressive 32-valve powerhouse

RESTORE IT:
REPAIR YOUR FORD'S SILLS
Put strength back into your Ford's bodyshell

UPGRADE IT:
ELECTRONIC IGNITION
Fit and forget reliability in just 10 easy steps



Rally Design

Professional Motorsport Parts, Spares & Rally Equipment

Tel: 01227 792 792 Fax: 01227 794 888
UNIT 4, ST. AUGUSTINE'S BUSINESS PARK, ESTUARY WAY, SWALECLIFFE, KENT CT5 2QJ

www.rallydesign.co.uk

Full colour Motorsport Catalogue NOW AVAILABLE!

Rally Design
MOTORSPORT CATALOGUE 2020

ATLAS AXLE PARTS, BLACKLINE

Atlas plate style diff, historic spec. with 'Boreham' mods, 18 tooth side gears £495.80 £594.96

SPARES		
Spare side gears, 18 tooth	each £32.50	£39.00
Motorsport plate kit	£83.90	£100.68
Wavy plate	each £16.30	£19.56
Atlas CWP, 3.4, 3.7, 4.6, 5.1	£251.80	£302.16
Atlas axle casing, thick tube, double pinned & breather	£218.60	£262.32
Pig's head only	£165.00	£198.00
Atlas axle pinion flange	£49.90	£59.88

Axle end stubs, R/H & L/H thread	pair £49.90	£59.88
Axle locking rings, R/H & L/H thread	pair £21.90	£26.28
Locking ring adjustment tool	£25.50	£30.60
Caliper mount brackets, suit AP	pair £29.50	£35.40

Fully-floating axle kit
£328.60 £394.38

Fully floating hub assembly without shafts	pair £218.60	£262.32
Fully floating axle kit, inc.(2) F/F Hub assemblies plus (2) '4340' halfshafts,18 tooth (choice of length)	£328.60	£394.38
Flange to suit F/F hub kit	each £49.50	£59.40
SPARES		
Studs	each5.90	£7.08
Seal pack	pack z£13.90	£16.68
Bearing, top quality	each £38.90	£46.68
770mm '4340' halfshaft, 18 tooth	each £77.50	£93.00
820mm '4340' halfshaft, 18 tooth	each £82.50	£99.00

All Blackline halfshafts Group 1 and Group 4 are manufactured from 4340 alloy steel and have induction hardened teeth to Rockwell 50 HRC specifications.
4340 is about twice as strong as 1040 (the material which OEM halfshafts are normally manufactured from). It has a high degree of ductility to absorb shock loadings of abrupt acceleration, taking some load off the differential and CWP. However, it has a very high yield strength to sustain high torque loads without failure. 4340 is the ideal halfshaft material.

266 x 21 'Forest' type discs	pair £159.00	£190.80
FBL 002 disc bells	pair £51.00	£61.20
Halfshaft flange, not F/F, suit std. axle	each £59.50	£71.40

ENGLISH AXLE PARTS, BLACKLINE

English plate style diff (30/90 ramps) Available 18 tooth (mates with semi-floating conversion kit)	£395.80	£474.96
Available 22 tooth (mates with std. halfshaft)	£395.80	£474.96
Spare plate kit	£39.50	£47.40
Spare side gears, 18 or 22 tooth (please state)	£32.50	£39.00
English CWP, 3.54, 3.7, 3.9, 4.1, 4.4, 4.7, 4.9, 5.1, 5.3	£231.50	£277.80
Spare side bearing, top quality	£19.90	£23.88
Crush washer	£5.90	£7.08
Crown wheel bearing	£9.90	£11.88
Pinion bearing	£14.90	£17.88
Atlas into English semi-floating hub kit, inc. (2) '4340' halfshafts, 18 tooth	£443.80	£532.56
English axle weld-on brace ring	£39.90	£47.88
Special 10mm axle brace, English axle	£99.50	£119.40
SPARES		
Semi-floating hub assembly (less bearing)	each £144.40	£173.28
Bearing '4340'	£48.90	£59.76
Halfshaft, suit semi-floating kit	£77.50	£93.00
Flange, not semi-floating, suit std. axle	£59.50	£71.40
Flange, Group 1 type	£59.50	£71.40
Brake disc, 265 x 10	each £34.50	£41.40

HELICAL LSDs, BLACKLINE

English axle, Caterham, 22 spline	£324.00	£388.80
Atlas axle, 16 or 18 spline	£354.00	£424.80
Ford FWD - Escort, Fiesta, Focus, KA, Orion, Puma (BC/1B5 trans)	£399.00	£478.80
Sierra 7", Caterham	£399.00	£478.80
Focus ST170, Mini Cooper 'S' (6-speed Getrag box)	£399.00	£478.80
Ford Fiesta ST180 1B6	£495.00	£594.00
9" Ford USA, 28 or 31 spline	£495.00	£594.00
Mazda MX5 (94-05)	£399.00	£478.80

TRANSMISSION PARTS, BLACKLINE

4-speed bearing type gearlever	£38.50	£46.20
5-speed bearing type gearlever	£40.50	£48.60
5-speed quickshift conversion kit	£13.50	£16.20
M10 ally 'Pro' gearknob	£14.90	£17.88
M10 white or black nylon gearknob	£12.50	£15.00
Propshaft, Type 9 - English or Atlas axle	£89.50	£107.40
RS2000 bellhousing, quick release	£129.00	£154.80

Wilwood brakes kits from
£329.46 £395.35

ESCORT BRAKING PARTS

Wilwood brakes kit, 265x10, Powerlite caliper		£329.46	£395.35
Wilwood brakes kit, 247x20, Midilite caliper		£515.34	£618.41
AP Racing brakes kit, 266x21		£945.00	£1134.00
Wilwood brakes kit, 285x21, Midilite caliper		£628.54	£754.25
Wilwood Powerlite 4-pot caliper		£119.50	£143.40
Wilwood Midilite 4-pot caliper		£164.50	£197.40
Escort Mk1 stainless brakeline kit		£29.74	£35.69
Escort Mk2 stainless brake line kit		£29.74	£35.69
Balance bar pedal box, cable clutch, pressed pedals		£119.50	£239.40
Balance bar pedal box, hydraulic clutch, pressed pedals		£225.00	£270.00
RMD Formula pedal box		£207.60	£249.12
LED balance bar display		£98.80	£118.56
RMD master cylinders		from £23.50	£28.20
Wilwood master cylinders		from £31.50	£37.80
Wilwood proportioning valve, knob		£44.50	£53.40
Wilwood proprtioning valve, lever		£59.50	£71.40
Blackline 'swaged' stainless brake lines, 3-line		£29.74	£35.69
Classic Ford wheels	6x13	£69.00	£82.80
	7x13	£76.00	£91.20
	8x13	£87.50	£105.00
	8x15	£99.00	£118.80

Classic Ford wheels from
£69.00 £82.80

Poly' bump stops, top axle mounting	pair	£8.12	£9.75
Escort 11/1300 front springs, 145-220lbs	pair	£37.80	£45.36
Escort RS front springs, 145-220lbs	pair	£37.80	£45.36
1.9" & 2.25" coil springs, 20,000 in stock!	each	from £17.90	£21.48
Adjustable spring seat kit		£24.50	£29.40
Helper spring adaptor, 2.25"-2.25"		£10.50	£12.60
Gaz, adjustable front shocks	each	£67.60	£81.12
Gaz, adjustable (3-way) front shocks	each	£299.50	£359.40
Gaz, adjustable rate rear shocks	each	£65.00	£78.00
Quick steering racks	RH 2:9 ratio	£124.50	£149.40
	RH 2:4 ratio	£144.80	£173.40
	LH 2:4 ratio	£154.50	£185.40

H/duty quick steering racks	RH 2:4 ratio	£179.50	£215.40
	RH 2:2 ratio	£209.50	£251.40
	LH 2:4 ratio	£189.50	£227.40
	LH 2:2 ratio	£219.50	£263.40
OEM style steering rack mounts	pair	£16.80	£20.16
Roller bearing top mount - spherical bearing.	each	£49.50	£59.40
Roller bearing top mount - roller bearing.	each	£49.50	£59.40
Roller bearin plastic dust covers	pair	£9.50	£11.40
Spherical bearing race type top mounts	pair	£49.60	£59.52

OEM TCA's
£63.50
£76.20

TCA's 'Pattern' style	pair	£44.50	£53.40
TCA's 'OEM' style	pair	£68.50	£82.20
TCA bush insertion tool		£14.90	£17.88
Twin cam anti-roll bar		£74.50	£89.40
Anti-dive kit		£39.00	£46.80
World cup X-member		£116.50	£139.80
World cup mounts	pair	£36.50	£43.80
RS2000 track rod ends	each	£11.50	£13.80
Group 4 style all steel U/J coupling		£21.80	£26.16
4-link kit		£129.50	£155.40
Heavy duty 4-link kit		£195.00	£234.00
Group 4 round turret kit	kit	£65.00	£78.00
Mk1 spring shackles	car set	£17.00	£20.40
Mk2 spring shackles	car set	£23.50	£28.20
OEM Escort RS struts	each	£96.95	£116.34
Group 4 spec. front RS struts	each	£138.00	£165.60
260/60 & 300/70 Bilstein inserts		£99.50	£119.40
260/60 & 300/70 Blackline inserts		£69.50	£83.40
Escort RS stub axles	pair	£130.00	£156.00
RS steering arms	pair	£69.50	£83.40
Heavy duty steering arms, gusseted	pair	£79.50	£95.40
Quick fit steering arm kit	pair	£9.60	£11.52
Ally hubs - standard or Group 4	each	£49.50	£59.40
Stub axle hardware kit		£12.90	£15.48
Watts linkage kit		£209.50	£251.40
Taper leaf springs, 146lb rate	each	£49.50	£59.40
Ally tube strut brace, round tube		£46.90	£56.28
Work style 60mm oval tube strut brace		£54.50	£65.40
Rear lamp protectors	pair	£12.90	£15.48
Chassis mounted sump guard, wet sump		£149.00	£178.80
Kaylan mudflaps, 4mm (500x300)	pair	£16.50	£19.80
Body jacking kit	car set	£119.50	£143.40
Ford hub nut socket, 3/4"D, 65mm		£13.90	£16.68

Mk2 Front Wing
£72.10
£86.52

Mk1 Mexico front wing, LH or RH	each	£265.22	£318.27
Mk2 front wing, LH or RH, std.	each	£72.10	£86.52
Mk2 front wing, LH or RH, RS2000	each	£175.00	£210.00

Full listing of all Mk1 and Mk2 body panels on our website

www.rallydesign.co.uk

X-Flow ally radiator
£199.60 £239.52

X-Flow ally radiator
£199.60 £239.52
RS2000 (Pinto) ally radiator
£199.60 £239.52
Large header rad, Cosworth, Duratec
£199.60 £239.32
13/235 oil cooler
50.10 £60.12

Silicone hose kit, Mexico or RS2000 (available blue, black or red)
£62.34 £74.81

20,000 SILICONE HOSES
IN STOCK, BLACK,
RED & BLUE

Lockable fuel filler cap assembly
£49.50 £59.40

WCP Interupter pump
£29.00 £34.80

WCP interupter fuel pump		£29.00	£34.80
WCP solid state fuel pump		£19.00	£22.80
WCP injection fuel pump	from	£32.19	£38.63
Bonnet pin kits, stainless slider		£5.00	£6.00
Bonnet pins only, marine quality stainless	pair	£6.90	£8.28
Bonnet pin kits, alloy		£7.00	£8.40
Aerocatch	from	£32.20	£38.64
Avanti map light	from	£19.50	£23.40
Manifold wrap, 2" x 15 metres (50ft), Vermiculite		£29.60	£35.52
Roll cage padding, 3ft, 81 fire rating		£6.00	£7.20

M16 Calipers from
£99.00 £118.80

M16 calipers to fit standard discs,
pair £99.00 £118.80
M16 calipers to fit vented discs
(no spacers needed),
pair £108.50 £130.20
M16 caliper, shouldered bolts, set of 4
£17.90 £21.48
Group 1 vented discs (247x20,
pair £45.32 £54.38

4.25 ltr FIA plumbed-in fire system,
full installation kit, FIA homologation EX 037.13
Kit £159.80 £191.76

Escort Laminated & Heated Screens

Escort Mk1 Front heated laminated screen (inc. rubber)		£198.60	£238.32
Escort Mk2 Front heated laminated screen (inc. rubber)		£198.60	£238.32
Escort Mk1 front screen rubber		£24.92	£29.90
Escort Mk1 rear screen rubber		£23.92	£28.70
Escort Mk2 front screen rubber		£29.08	£34.90
Escort Mk2 rear screen rubber		£29.08	£34.90
Laser windscreen chip repair kit		£13.90	£16.68
14" or 17" rear view mirror		£14.90	£17.88
Mirror mount brackets, 37 or 44mm	pair	£12.90	£15.48

Escort Mk2 Rubber Parts

Bonnet bump stop	pair	£7.20	£8.64
Bonnet rail bump stop, set of 4		£14.90	£14.28
Bonnet bump stop, centre-rear		£6.10	£7.32
Wiring loom bulkhead grommet		£7.90	£9.48
Bonnet release cable grommet		£6.20	£7.44
Steering column bulkhead grommet		£8.20	£9.84
Handbrake backplate dust boots	pair	£8.10	£9.72
Spedo cable bulkhead grommet		£6.20	£9.44
Throttle pedal pad		£6.20	£7.44
Brake and clutch pedal pads	pair	£9.00	£10.80
Shock absorber top caps	pair	£14.90	£17.88
Rear bumper side plugs, set of 4		£10.90	£13.08
Oil line bulkhead grommet		£6.10	£7.32
Brake servo rod bellows		£6.20	£7.44

PLEASE NOTE: All prices in Red are EXCLUSIVE OF VAT

Rally Design

ENGINE TOOLING

Ford Timing Tool Set, Pro £59.90 £71.88

19pc Universal timing/locking set	£17.92	£21.50
Engine locking tools, Duratorq	£26.68	£32.02
Ford engine timing tool set, basic	£7.36	£8.83
Ford engine timing tool set, pro	£59.90	£71.88
Ford fan clutch wrench	£9.90	£11.88
Flywheel locking tool, Ford belt drive	£13.25	£15.90
Opel/Vauxhall pro timing tool set	£59.90	£71.88
Piston bore honing set, 3 stone	£9.36	£11.23
Spare stones to suit honing set	£4.90	£5.88
Valve lapper tool, 2 piece	£5.20	£6.24

SET UP EQUIPMENT - Suspension

Trackace from £58.00 £69.60

Trackace in cardboard box	£60.75	£72.90
Trackace in blow moulded case	£63.25	£75.90
Camber bar, Blackline 'Y' design	£23.50	£28.20
Blackline caster/camber gauge 'Bubble type'	£15.75	£18.90

Digital Caster-Camber Gauge £67.27 £80.72

Blackline digital caster/camber gauge, magnetic mount		£67.27	£80.72
Blackline caster/camber gauge mounting kit including digital gauge - suit wheel diameters 10-20"		£107.28	£128.74
Low rise car ramps	pair	£29.90	£35.88
Kerb ramps, 45 or 95mm high	pair	from £15.90	£19.08
Wheel chocks, h/duty rubber	pair	£9.90	£11.88
Turntables, 1.5ton each capacity	pair	£139.80	£167.76
Digital tyre pressure gauge		£3.80	£4.56
Digital tyre depth gauge		£4.80	£5.76
Infra-red thermometer, -50˚c - +500˚c		£23.80	£28.56

TESTING EQUIPMENT

Cylinder leak detector	£21.83	£26.80
Fuel injection test port	£19.38	£23.26
Diesel engine compression test	£27.20	£32.64
9 piece petrol engine compression test	£14.92	£17.90
LED digital voltage circuit tester	£12.90	£15.48

LED LIGHTS

Rechargeable workshop light - 30 LED	£16.25	£19.50
Rechargeable under bonnet light - 120 LED	£20.00	£24.00
Ranger LED spotlamp, 7", 28 LED, 12,600 lumens	£94.00	£112.80
Ranger LED spotlamp, 9", 45 LED, 22,000 lumens	£112.40	£134.88
Special installation wiring harness	£14.90	£17.88

CIBIE LIGHTS & COVERS

Cibie 'Oscar Style' Lamp £39.00 £46.80

Genuine Cibe Oscar		£89.50	£107.40
Genuine Cibie Super Oscar		£99.50	£119.40
Pattern 'Oscar' lamp, E-marked		£39.00	£46.80
Pattern 'Super Oscar' lamp, E-marked		£44.50	£53.40
Spare Oscar light cover	pair	£15.90	£19.08
Spare Super Oscar light cover	pair	£19.90	£23.88

INSTRUMENTS & GAUGES

52mm Gauges from £16.30 £19.56

0 - 8,000 RPM Tacho, 95mm	£27.50	£33.00
0 - 11,000 RPM Tacho, 120mm + shift light	£29.30	£35.16
52mm gauges - Boost, Vac, Temp, Pressure	from £16.30	£19.56
0 - 10,000 RPM Tacho, 80mm stepper	£49.65	£59.58
0 - 180 MPH Speedo, 80mm, stepper	£47.80	£57.36
60mm gauges - Boost, Vac, Temp, Pressure, stepper	from £25.90	£31.08

BATTERY CONNECTION PARTS

Quick disconnect, cable connector & anti-corrosion washers	set	£4.90	£5.88
Terminals, 13.5mm post	pair	£2.90	£3.48
Terminals, 16.5mm post	pair	£2.90	£3.48
Washers and terminal boots	set	£2.50	£3.00
Hydrometer tester		£1.90	£2.28

WELDERS - ARC, MIG & TIG

MIG 200 amp £211.15 £253.38

Arc welder, 200 amp	£93.29	£111.95
Mig welder, 120 amp	£87.88	£105.46
Mig welder, 200 amp	£211.15	£253.38
ARC & TIG welder, 180 amp	£157.20	£188.64
AC TIG welder, 250amp, ideal ally	£372.40	£446.88
50 amp plasma cutter, cuts up to 18mm	£179.00	£214.80

BLACKLINE 4x4 WINCHES

BlackLine

3000lb x 12v Electric winch
From £105.00 £126.00

13,500lb x 12v Electric winch, wire
From £223.33 £268.00

All for just £149.70 £179.64

BlackLine

POWER TOOLS
450Nm Cordless Impact Wrench Set

Includes powerful 450Nm wrench (reverse), 120Nm (forwards), impact socket set, (1) 72T ratchet handle, (1) extendable ratchet handle, (2) x 4a Samsung batteries and quick charger

OTHER BLACKLINE POWER TOOLS & ACCESSORIES

Blackline 1.8mw commercial pressure washer	£208.18	£249.81
Blackline 3.4kva workshop generator	From £166.25	£199.50
Blackline 2.0kw inverter generator	From £203.17	£243.80
Strom 2.1kw quiet inverter generator	£332.50	£399.00
Blackline 4.0mw quiet inverter generator	From £470.83	£564.99
Blackline 500w energy storage	£332.50	£399.00
Blackline 4 x 2w LED lighting system	£46.50	£54.60
450Nm Impact wrench, mains 240v	£47.82	£57.38
16 piece Impact socket set, 1/2" drive	£15.64	£18.77
Standard ratchet handle, 72 tooth, 1/2" drive	£7.98	£9.58
Extendable, 180˚ head ratchet handle, 72 tooth, 1/2" drive	£15.79	£18.95
4Ah Samsung spare lithium battery	£32.98	£39.58
Torque wrench, 40-210Nm (30-155lb ft)	£33.90	£40.68
5 piece twist socket set, 1/2" drive	£19.92	£23.90
Universal ball joint impact socket, 1/2" drive	£8.25	£9.90
320Nm lightweight impact wrench, 3/8" drive	£74.80	£89.76
13 piece impact long-reach socket set, 3/8" drive	£11.58	£13.89
Cordless power drill, 18v, 52Nm torque	£41.50	£49.80
19 piece cobalt drill set, din 338, 1-10mm	£16.58	£19.90
Cordless screwdriver, 7.2v, lightweight, 6 torque settings	£19.42	£23.30
Angle grinder, 1100w x 125mm diameter, 1100rpm	£23.00	£27.60
Heat gun, 2000w, 50-650˚, 500 ltr/min air flow	£24.92	£29.90
170w mini grinder (tool only)	£23.90	£28.68
170w mini grinder plus 130 piece rotary tool set	£33.90	£40.68

2.0 Ton Nascar Quick jack £141.25 £169.50

Torin BIG RED JACKS

JACKING EQUIPMENT

3.0 ton Trolley jack	£36.50	£43.80
3.0 ton double lock 'Pro' axle stands - pair	£19.50	£23.40
2.25 ton lightweight jack	£49.25	£59.10
2.0 ton 'Nascar' quick jack	£141.25	£169.50
3.0 ton 'Pro' axle stands, pair	£24.58	£29.50
Wheel skate, hydraulic lift - each	£79.00	£94.80
Wheel dolly, pair	£39.50	£47.40
750lb engine stand	£41.25	£49.50
Engine cradles - pair	£49.50	£59.40
3in1 tool box set	£35.90	£43.08
Trolley style tool box	£79.90	£95.88
Wheel ramp set	£57.92	£69.50
Low rise (70mm) car ramps, 5.0 ton capacity	Pair £32.90	£39.48
Kerb ramps, 45 or 95mm step	Pair from £13.90	£16.68
Wheel chocs	Pair £14.90	£14.28
Tyre saver parking mat - pair	£12.42	£14.90
Anti-skid grid, rollable	£22.65	£27.18
Electric hoist, 200kgs	£58.76	£70.51
Electric hoist, 500kgs	£87.51	£105.01
Car creeper, lightweight, 36"	£11.90	£14.28
Workshop 'Button' seat, pneumatic	£31.83	£38.20
10 ton hydraulic pull back ram	£49.80	£59.76
10 ton hydraulic body repair ram kit	£93.80	£112.56
10 ton hydraulic workshop press	£174.83	£209.80
500kg transmission support jack	£63.50	£76.20
48" farm jack, 3 ton	£49.83	£59.80
0.5 ton engine support bar	£76.20	£91.44
Tool creeper, (4) castors + LED pod light	£19.90	£23.88

Tyre Carriers

(4) Wheel tyre carrier, handle & lock	£39.80	£47.76

Tyre Carrier, handle & lock £39.80 £47.76

AIR TOOLING

Double cylinder air pump, max 150psi, 60lts/min	£29.50	£35.40
Hi-flow air pump, max 150psi, 150ltrs/min	£59.50	£71.40
15 piece 1/2" impact wrench kit	£25.18	£30.22
15 piece 1/2" ratchet wrench kit	£24.04	£28.85
50 piece 1/2" air tool kit includes ratchet, impact, air hammer & accessories	£59.40	£71.28
9 piece 190mm air hammer kit	£17.18	£20.62
6 piece air drill kit	£19.35	£23.22
3 piece HVLP spray gun kit	£29.63	£35.56
Clubman tyre gun, 0-220psi (15bar)	£6.92	£8.30
Pro tyre lance, dual head, 0-220psi (15bar)	£8.92	£10.70

SPECIAL HAND TOOLS

Ratchet tap Wrenches

85mm long, M3 - M10	£6.90	£8.28
100mm long, M5 - M12	£7.90	£9.48

Gear Ratchet Spanners

72 TOOTH - THE BEST QUALITY!

7 piece metric set, 8 - 19mm	£23.70	£28.44
7 piece SAE set, 5/16 - 3/4	£23.70	£28.44

Brake pipe flaring tool, in-situ use	£29.90	£35.88
41 piece ratchet tap/die set, metric or SAE	£69.90	£83.88
Wire twisting pliers, 7"	£9.92	£11.90
10/12mm spark plug thread chaser	£4.07	£4.88
14/18mm spark plug thread chaser	£4.10	£4.92
5 piece ball joint separator kit	£9.08	£10.89
3 piece exhaust pipe expander	£11.66	£13.99
11 piece trim removal kit	£8.08	£9.69
10.5" heavy duty circlip pliers, replaceable tips	£8.17	£9.80
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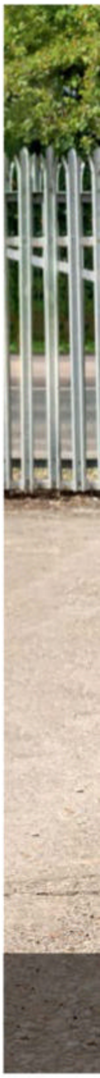

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THIS ISSUE

Out and about with our band of Blue Oval-loving writers and photographers.

ADE BRANNAN

CONTRIBUTOR

Too many projects, not enough time — that's Ade for you, but he did manage to get the Sierra back up and running, albeit temporarily. Page 84.

GAVIN HUTTON

CONTRIBUTOR

It's all about the Game Changers this issue and Gavin reveals his own version on page 86 — his first (roadworthy) Ford.

SIMON HOLMES

CONTRIBUTOR

As Simon finds out, Adam Masterton's been plugging away at his Escort turbo project for 10 years now but the end is in sight. Page 8.

Welcome

Who would have thought back in 1997 when Classic Ford launched (that's issue number one above) that the magazine would be celebrating its 350th issue in 2025? The classic Ford scene has grown immeasurably since those days, but one thing that hasn't changed is our — and your — passion for these awesome cars and vans, and arguably most important of all, the people and their stories behind them.

28 years and 350 issues is a long time in magazine publishing, particularly in this day and age when many long-standing print titles are fighting an uphill battle, yet here we are, and — without wishing to jinx things — we're not going anywhere soon.

Whether in print or digital form, Classic Ford as a magazine now reaches enthusiasts all over the world, but we're doing the same thing as we always have done — bringing you great Blue Ovals, largely built at home by people like you.

Here's to the next 350 issues.

Simon

@fireproof_simon

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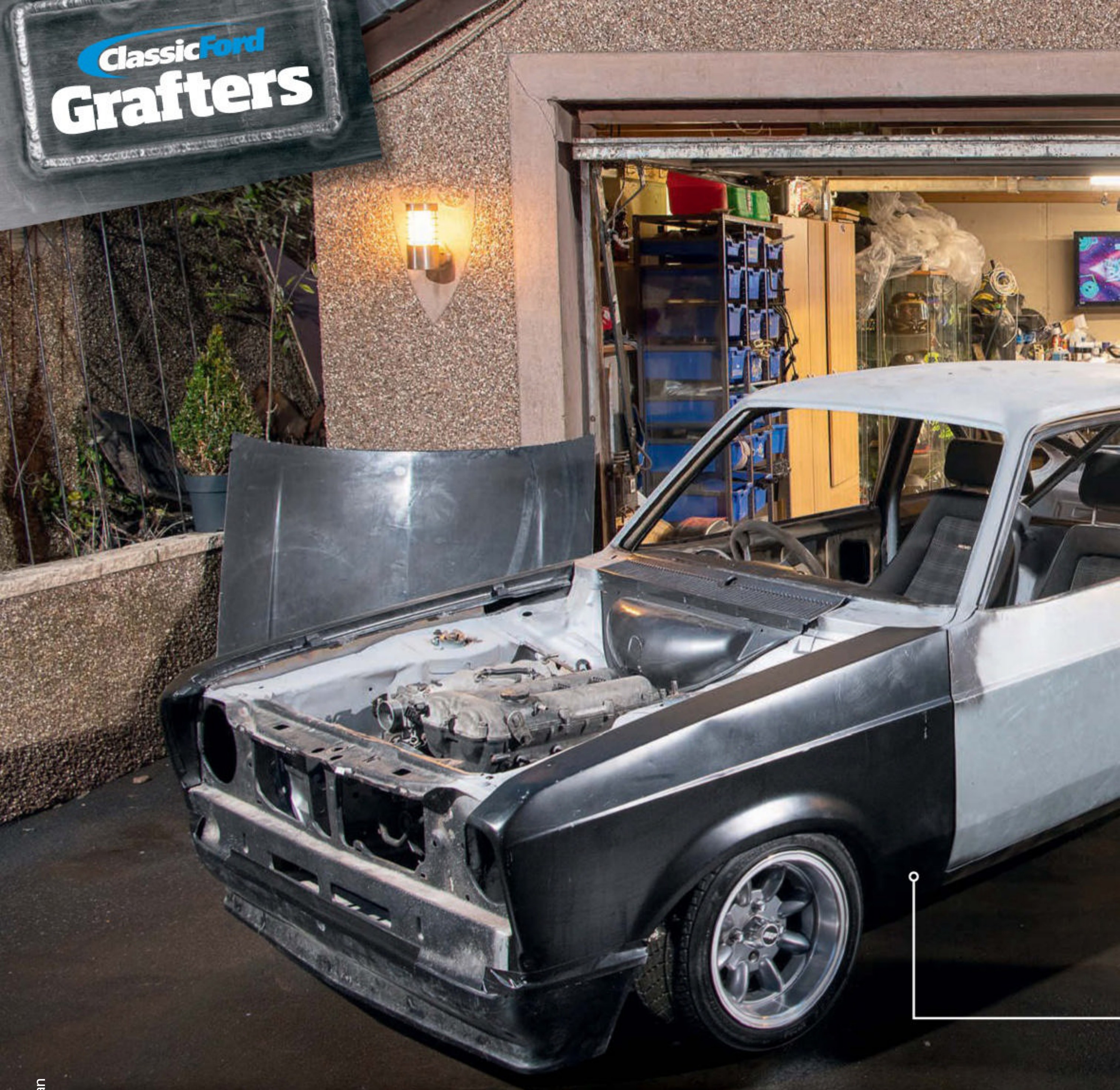


IN AT THE DEEP END

Your projects: For a first project this Escort build might seem ambitious, but for Adam Masterton it's been worth the wait…

Words Simon Holmes **Photos** Adrian Brannan

Name: Adam Masterton
From: Fife, UK
Age: 27
Job: Gas engineer

Car: Escort 1600 Sport
Start Condition: Rough but running
Condition now: Metalwork nearly finished
Time taken so far: Going on 10 years
Estimated date of completion: Hoping for the start of show season

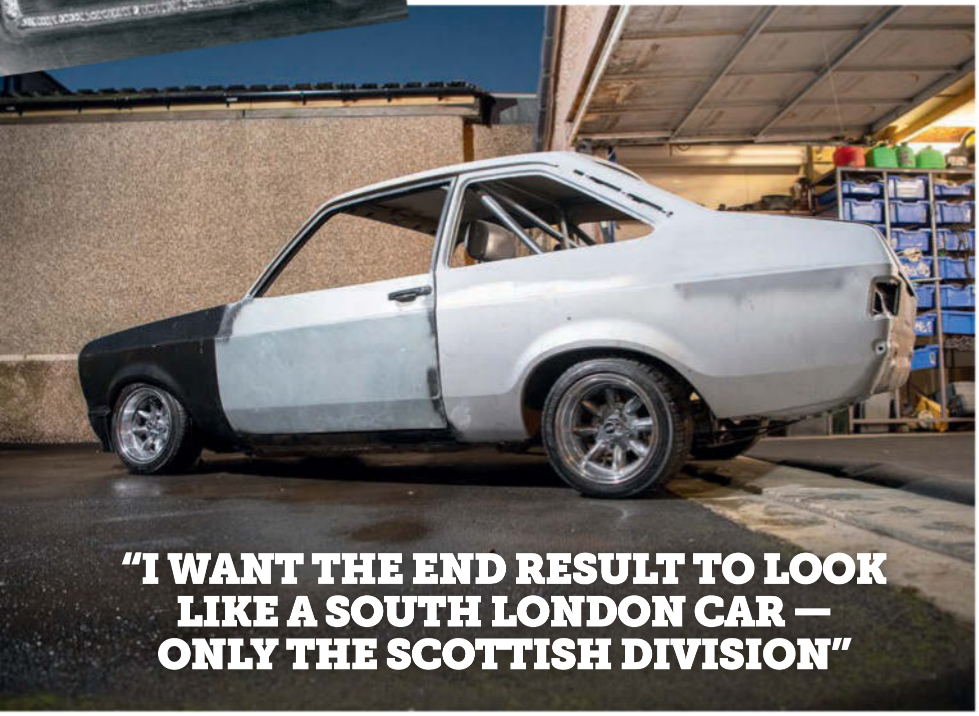
While we all have to start somewhere with our classic Ford journeys, there are definitely easier ways to begin than taking on a Mk2 Escort project that needs a restoration — together with a Mazda turbo engine conversion — at the age of 18.

But that's exactly what Adam here did and so far it's taken nearly 10 years, thanks to a rollercoaster ride, as he explains: "I took a few years off it when I worked away from home but I nearly lost faith in the project altogether when I paid someone to weld the panels on and they all turned out to be off. That's when I decided to give it a go myself, so got stuck in and bought a welder."

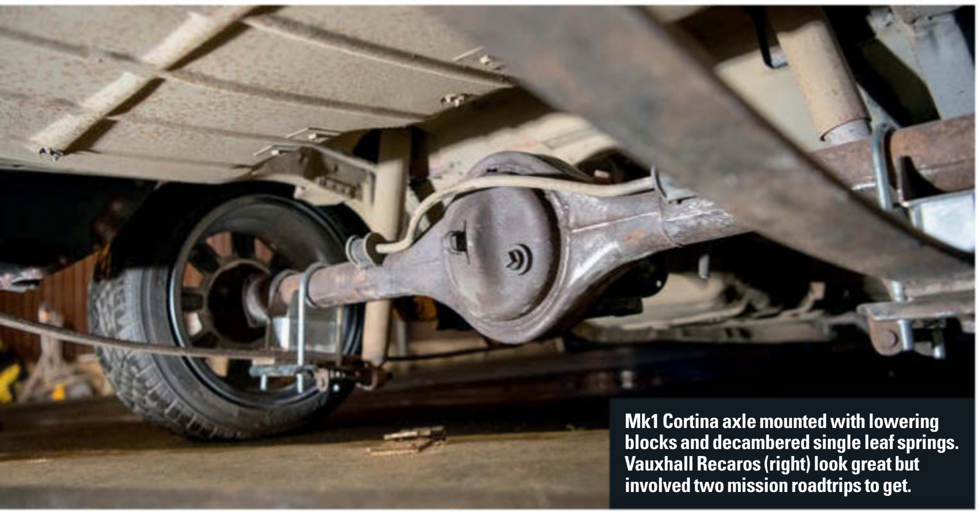
He's since made good progress but there's still lots to do and lots to buy. "I still have the majority of the turbo kit to get, but I'm going to buy bits and bobs while the bodywork is getting done and by then hopefully, I'll have it all ready."

There's talk of the car being ready for 2025, but Adam admits that as it's taken this long so far, he's certainly not in rush and ultimately it will simply be done when it's done. "I'm hoping to get it finished in time for the Classic Ford Show and the Donegal show. My plan then is to turn my Transit van into a camper so I can go to shows further afield and trailer the car."

We caught up to find out how Adam was getting on, now there's light at the end of the (very long) tunnel. →



“I WANT THE END RESULT TO LOOK LIKE A SOUTH LONDON CAR — ONLY THE SCOTTISH DIVISION”



Mk1 Cortina axle mounted with lowering blocks and decambered single leaf springs. Vauxhall Recaros (right) look great but involved two mission roadtrips to get.

Why did you want a Mk2?
My dad used to take me to car shows and often spoke about the cars he had when he was younger. The Mk2 Escort always stood out, so when I got the chance I bought one. My dad and I bought this for my 18th birthday.

How did you come across this example?
I messaged Alan at Car Cave to keep an eye out for a suitable Mk2 Escort and within weeks I was on my way to see a car there. I went to buy a 1.1 GL but ended up with this 1600 Sport instead.

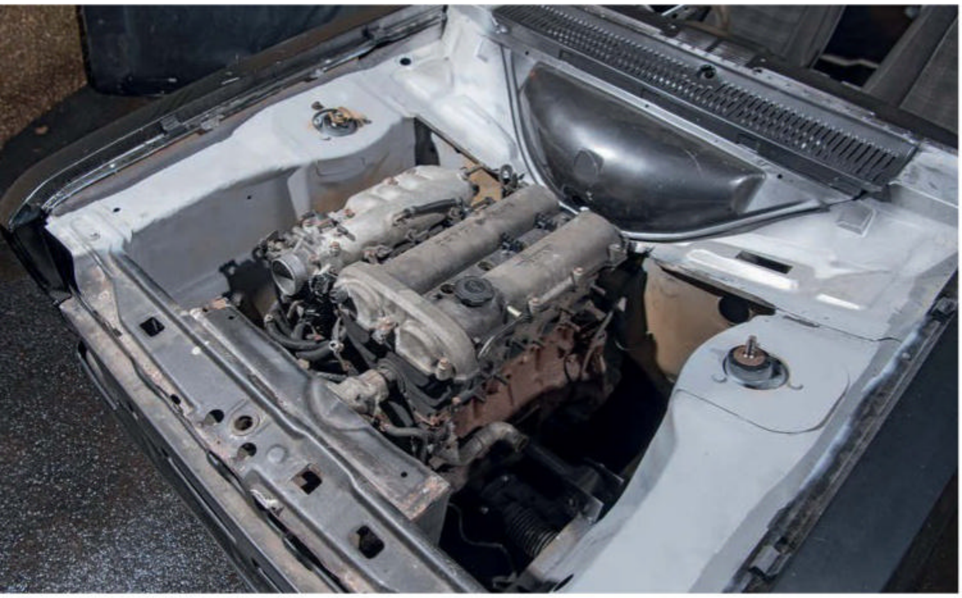
What was the initial plan with it when you got it?
I first planned to just get it on the road and then modify it over time but I got a little happy with the grinder early on. I used to do some mechanic work when I was younger, I just got stuck in and after lots of trial and error it began to come together.

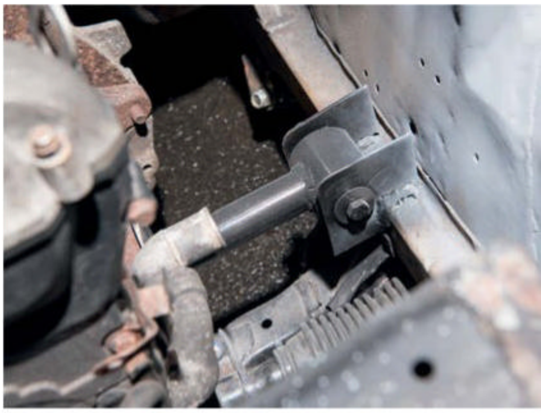
So what’s been done to the car so far?
I’ve been focusing mainly on the bodywork side of things for now, so a majority of the panels have now been replaced, but I’ve also had the engine and gearbox mounts made so they are in place, too.

Where has the work taken place and by who?
All of the work has taken place in the garage at home and I’ve done most of the it myself, but my dad’s cousin, Ian has helped massively with the welding and prepping the bodywork for paint.

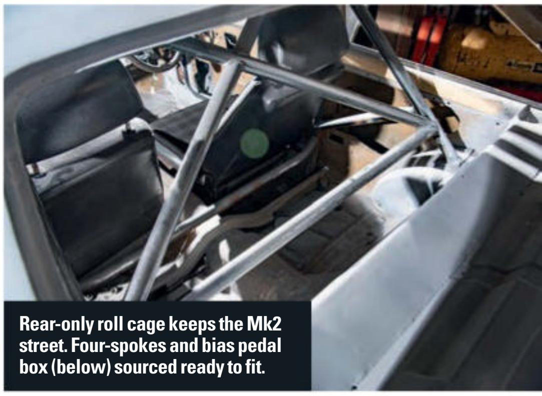
What was the thinking behind the engine choice?
I was looking to go for a Pinto but the power I wanted was out my price range, so had a look about and then a Mazda MX-5 turbo caught my eye. I knew where a full MX-5 was sitting for sale, so it all came together.

Is it all Mazda running gear behind the wheels then?
I’m using a 1.8-litre Mazda MX-5 engine with a five-speed gearbox and custom propshaft to the Mk1 Cortina axle I’ve fitted with an LSD. The





Above: 1.8-litre, 16-valve Mazda engine sits in the Mk2's bay thanks to chassis mounts (top right). Adam's next job is to turbo it. Boot (below) currently a safe haven for the Escort and MX-5 wiring looms.



Rear-only roll cage keeps the Mk2 street. Four-spokes and bias pedal box (below) sourced ready to fit.

wheels I've not decided on but will be either the 7.5x13 inch RS four-spokes or the same size Minilites.

And it's going to be a turbo as well?
Yes, I will be using a TD04 turbo. I want around 260 bhp, which is about as far as you can go with these engines before they need forged internals. It's much better value for money when you compare it to something like a big-power Zetec.

What about the suspension and brakes side of things?
I'm looking to go with Gaz coil-overs on the front to match the decambered leaf springs and lowering blocks on the back. For brakes I have Wilwood callipers and there's a Gartrac pedal box, too.

What are the plans for the look of the exterior?
I'm not 100 per cent on the final colour yet, but it will probably be either blue or gunmetal grey. I'm going to keep it plain and there is a rear spoiler to match the front but no graphics. I want it to look like a kind of South London car — only the Scottish division.

And what about the interior?
Inside there will be a half roll cage at the back and carpet. The seats are a pair of rare Recaros from an old Vauxhall. I had to go up north all the way to Inverness for one seat and then all the way down to Carlisle for the other.

What's next on the list for the build?
I'm focusing on getting the bodywork fully done, then I'll be moving onto getting the car running and the wiring loom. I'm planning on using the clocks and some of the loom from the MX-5, but the rest is getting custom made and hidden.

Anyone you'd like to say thanks to who's helped out so far?
Yes, a big thanks to Ian; the car wouldn't be where it is now if it wasn't for him, to Pete for helping with the engine side of things, and all the boys who have been just a phone call or message away to help. CF

FRONTEND

YOUR EYE ON THE WORLDWIDE CLASSIC FORD SCENE

ClassicFordShow

EARLY BIRD TICKETS ON SALE NOW

We are excited to announce that public, club and Special Display ticket bookings for the 2025 Classic Ford Show are officially open! Even better, special Early Bird ticket prices are currently available saving you £££s off the on-the-day price, including public entry tickets plus club display and Special Display (ideal if you want to show off your Ford but you're not part of a club). Hurry though, these prices are for a limited time only.

Join us at the South Of England Event Centre in West Sussex on Sunday, May 11 for a monster celebration of classic Blue Oval appreciation! With thousands of the best old school Fords in the UK and Europe on display, from standard, tuned and modified cars, the Classic Ford Show has something for every blue oval fan.

Purchase your Early Bird tickets from the official website: **www.classicfordshow.co.uk**.

Factfile

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Sunday, May 11, 2025

Where

South Of England Event Centre, West Sussex, UK

How much

Early Bird Public	£16
Early Bird Club	£11
Early Bird Special Display	£17

Buy tickets

www.classicfordshow.co.uk

GOOD TO BE BACK

After what feels like too long (2020 in fact), Rally Design has just announced a brand-new catalogue, absolutely packed with motorsport, tuning and standard parts for classic Fords, as well as a whole host of tools and equipment. All of the main brands who cater for classic Fords are included, including Rally Design's own Blackline range, and the even better news is, the 212-page catalogue is free to obtain.

To get yours, go to **www.rallydesign.co.uk** or drop them an email: **sales@rallydesign.co.uk**. The catalogue is also available as a smartphone app — available again via their website.

Rally Design
Motorsport 2025

18
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THE BIG PICTURE

BROTHERHOOD OF MANN

Alan Mann Racing, the renowned racing team originally backed by Ford and launched by Alan Mann in 1964, has now joined Boreham Motorworks to act as the latter's 'in-house high-performance division'. The first product from the collaboration will apparently be unveiled in early 2025 — details are scant as we went to press, but let's hope it's a track-ready AMR Mk1 Cortina or Escort recreation.

RUSTY CORNER

Terminally-rotten old Fords

You only have to take one look at this photo to know where it was photographed. Yes, that's right, Greece. There are few other countries in the world where you'll find a classic Ford looking slightly down-at-heel and casually parked on the side of the road.

In this instance, this facelift Mk1 Capri — a 1300 no less — was spotted by Hugh McCarry just outside Rhodes town on the Greek island of Rhodes recently, and battered and badly-painted bodywork aside, it looks to be in generally solid shape and in regular use, too.

Spotted an unloved Ford on your travels? Email photos and details to classicford.ed@kelsey.co.uk.

CLASSIC RELIEF

Rolling classic car VED exemption escapes Labour's first Budget

Fears that rolling Vehicle Exercise Duty (VED) exemption for historic vehicles could be halted as part of the Labour government's first Budget have fortunately not transpired.

Before Chancellor Rachel Reeves outlined her Budget on October 30, speculation had been growing online that the government's desire to fill what it called a £22billion 'black hole' in finances would affect the rolling 40-year exemption. Much to the collective relief of enthusiasts, historic vehicles were not mentioned when it came to VED changes. Older cars don't fully escape, though. Changes will be made to standard VED rates for cars, vans and motorcycles from April 1, 2025, in line with the Retail Price Index (RPI). That means that many owners of cars under 40 years old will be facing a VED hike, though this change is hardly unprecedented; increases in line with the RPI have become the norm, and was also a feature of the Spring Budget announced by Jeremy Hunt earlier this year.

Fuel duty frozen

There's positive news regarding fuel duty, too. The predicted increase did not happen, with the government saying it will freeze fuel duty rates for 2025-2016, a tax cut it claims is worth £3 billion over that period and represents a £59 saving for the average car driver. The temporary 5p cut in fuel duty rates will also be extended by 12 months and will expire on March 22, 2026.

Of course, the budget will affect people in different ways, but when the focus is directed to classic cars specifically, it seems we've escaped relatively unscathed for now.

Things can change very quickly in politics, but for now there's an element of relief.

WHERE TO GO NEXT MONTH

Autosport International

Where: January 9-12
Where: NEC Birmingham, UK

What's going on: A car show? Straight after Christmas? That's right, and Autosport International is just what you need to get you in the mood for modifying if the seasonal break has left you in a slumber. Held every year, Autosport is one-big celebration of the motorsport and tuning industries, and while it's always been heavy on the Formula One and WRC side of things with big stars always attending, there's plenty of room for the classic Ford-friendly disciplines to shine too, with some great displays of road, race and rally cars. Even better, it's where all the big names in the scene reveal what parts they'll be bringing out over the course of the year, so you can work out just what you'll be spending your hard-earned on.
Find out more: www.autosportinternational.com

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WHERE TO GO IN FEBRUARY

Small Ford Sunday

Where: February 2 Where: Bundoora Park, Melbourne Australia

What's going on: Australia's long-running Small Ford Sunday show returns for 2025, and amazingly celebrating its 30th anniversary. Organised by the RS Owners' Club Victoria, the club reckon it's the largest gathering of so-called small Fords outside of the UK, and having covered this show in the past, we can certainly confirm it draws a great turnout with a choice selection of cars. Whether you live in the Aussie state of Victoria, or just need an excuse for a long-haul holiday, it's well worth making Bundoora Park north of Melbourne your destination.
Find out more: https://rsocvic.com

COMING UP

Inside your March 2025 issue

It's the new year which means plenty to look forward to over the coming months, and in the March issue of Classic Ford, on sale January 17 we'll be highlighting why now is one of the best times to get into the Blue Oval scene. From expert tips to inspiration, ideas for finding your next (or even first) project, plus how to get the best out of it, this issue will be essential reading.
The March 2025 issue of the print magazine hits the newsstands or is available to download as a digital edition from Friday, January 17 — why not subscribe or pre-order the issue to make sure you don't miss out? Turn to page 20 to details.

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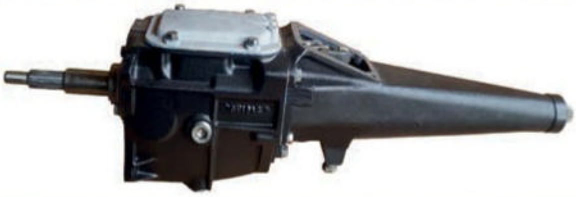

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PRODUCT OF THE MONTH

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With prices for good, original ones starting to get daft, Rally Design has stepped in and can now supply replica gear knobs for the Type E four-speed and Type-9 five-speed gearboxes. Moulded in black with white lettering, the knobs feature an M10x1.5 thread and Rally Design reckons they are close replicas to the original Ford items.

Contact: www.rallydesign.co.uk

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Contact: 020 8518 9127, www.burtonpower.com

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The 38DGAS carb from the Essex V6 has been a popular and direct swap for the 2-litre Pinto engine's 32/36 DGAV for many a year, and this dedicated carb kit from Webcon has been jetted especially for the 2-litre. Webcon reckons it's a perfect complement for a ported head, fast road cam and performance exhaust system.

Contact: 01932 787100, www.webcon.co.uk

MK1 FIESTA MOULDED CARPETS

£ Newton Commercial

Good news if you're restoring the interior of your Mk1 or early Mk2 Fiesta - OE-style reproduction carpets, moulded to fit the floorpan just like the originals are now available from Newton Commercial. The carpets are supplied with underfelt and easy-to-fit instructions and will fit right or left-hand-drive cars. The carpeted are available in a range of colours including black, red and grey.

Contact: https://newtoncomm.co.uk

CROSSFLOW PISTONS

£72 each Burton Power

Burton Power is now stocking a new Hepolite piston to fit the Ford 1.6-litre Kent Crossflow engine, which feature valve pockets to suit the use of most performance camshafts. The +0.110-inch size is perfect for +0.090-inch blocks that need a rebore, without going to the expense of large bore forged pistons. They can be ordered as part number 18647\110.

Contact: 020 8518 9127, www.burtonpower.com

2WD COSWORTH YB HIGH PRESSURE OIL PUMP

£127.50 Burton Power

Burton Power can now offer its own high pressure oil pump to suit the 2WD Cosworth YB engines. The pump can be ordered as part number SC1260HP and its suitable for the three-door (not RS500) and 2WD Sapphire engines.

Contact: 020 8518 9127, www.burtonpower.com

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From £45.33 Rally Design

Rally Design are now stocking the affordable but effective Volpe range of low-metallic brake pads, ideal for track days, and sprint and hillclimb use. The range is expanding all the time but currently includes Fords fitted with M16 callipers (Escorts, Capris, Cortinas), Sierra rears, the Fiesta ST150, and Mk2 Focus ST.

Contact: www.rallydesign.co.uk

PIRELLI CINTURATO CA67

£123.60 each Longstone

Fitted as standard by Ford to the Mk2 Cortina and Mk1 Escort, and retro-fitted to many Fords of the 1960s originally running crisply tyres, Pirelli's classic Cinturato CA67 tyre design in 155HR13 size is now available once again through Longstone Tyres. If you're looking to finish off that period-perfect build then Longstone reckons the CA67 offers top driving performance, an impressive H-speed rating and an authentic period design.

Contact: 01302 711123, www.longstonetyres.co.uk

LED FUSE BOXES

From £9.92 12 Volt Planet

At one time or another we've all found ourselves with an electrical failure that has us pulling every fuse from the box trying to find the culprit. These standard blade fuse boxes from 12 Volt Planet put an end to that by incorporating individual LEDs into each fuse slot so that when a fuse blows the LED lights up. The boxes come with clear protective covers and are available in four, six and 10 ways. 12 Volt Planet can also supply standard blade fuses with built-in LEDs that glow when the fuse blows, so you can retro-fit them to your existing fuse box or holder and get the same benefit.

Contact: 01844 885100, www.12voltplanet.co.uk

BOOK OF THE MONTH

BURN UP, NORTHAMPTON 1997 ZINE

£6.70 Cafe Royal

Cafe Royal Books have been producing superb, regular zines featuring documentary photography that captured British culture for a good number of years now, and their latest publication is particularly apt for classic Ford fans. It features work by photographer, Elaine Constantine who photographed a cruise in Northampton in 1997 — peak Max Power era. Featuring RS Turbos, XRs, GTEs and SRs, lads in Fila and Ellesse, the police, and, of course, plenty of smoke, it's a fascinating snapshot of what was then seen as anti-establishment but has now morphed into nostalgia.

Contact: www.caferoyalbooks.com

Burn up, Northampton
1997
Elaine Constantine

HELIX CLUTCH KITS & FLYWHEELS

£POA Helix Autosport

Helix's range of bespoke performance clutches for the classic Ford range is impressive. The 184 mm clutch kit featured is available with single, twin or triple plates with a variety of driven plates including organic sprung, organic rigid, three or four paddle sprung, three, four or six-paddle rigid, and sintered disc, and they can be rated up to 1600 Nm of torque and weigh between 2.7 and 4.8 kg. They also manufacture a range of CAD-designed and dynamically-balanced lightweight flywheels - check out their website to spec up what you need.

Contact: 01295 701076, https://helixautosport.com

INLET MANIFOLD SPACER KITS

From £115.57 Webcon

Increasing intake length can have a beneficial effect on performance but up until now, the only way to achieve this has been to fit different length intake manifolds when available. However, these new Webcon spacers allow the existing intake manifold to easily be extended with the minimum of disruption. Manufactured in the UK from billet aluminium, the new spacers add 32 mm to the length of any 45DCOE manifold and are supplied in kit form with studs, nuts, O-rings, gaskets, mounting cups and grommets.

Contact: 01932 787100, www.webcon.co.uk

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GAME CHANGERS

Words Jamie Arkle, Daniel Bevis, Adrian Brannan, Simon Holmes, Gavin Hutton, Graham Leigh, Mike Renaut, Simon Woolley

Classic Ford is 350 issues and 28 years' old! To celebrate, starting over the page we reveal the 28 Fords that have helped shape this incredible scene — and the automotive world at large.

Classic Ford
NEW
Ultra-low Mexico
Pioneer Cosworth
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• V6 Comanche
• 235 bhp MkII
2.8i Capri Buyer's Guide
Pinto Stripdown
Make your classic Ford go faster, handle better and last longer

In the beginning

Classic Ford's roots actually lie in two other magazines — Fast Ford and Ford Heritage. The latter was a spin-off of Fast Ford, launched in 1993 as a quarterly with each issue being themed (the first was about Ford's relationship with Cosworth). Ford Heritage ran for 20 issues with the last edition hitting the shelves in May 1997 — one month before Classic Ford launched. Starting as a bi-monthly with the June/July 1997 issue (right), it went monthly with the April 1998 edition, then 13 issues a year from 2005, and hasn't looked back since!

THE PRATMOBILE

Only Fools And Horses legend

Featured: July 2021
For viewers of a certain persuasion, there was one truly mood-shifting vehicle in Only Fools and Horses, and it wasn't that little yellow van. When Del Trotter first jangled the keys to his Pratmobile in the episode, He Ain't Heavy, He's My Uncle in January 1991, a switch was flipped in the brains of so many of us. You see, in a show that was always impeccably cast, the choice of a questionably-modded Capri was exquisitely targeted… but it spoke to two different crowds. That car wasn't a classic at that time, it was just a slightly embarrassing banger, the kind of thing driven by medallion men with open shirts and open morals; exactly the sort of car that Del would think was a statement of class. It was deliberately bad. But for those of us viewing the show as children with a growing interest in cars, the Pratmobile was cool. It was brash and loud and silly, and that made it brilliant. Yes, Boycie was about to scrap the Capri Ghia before he tricked Del into buying it ("I stole it off him, Rodders. 400 nicker. It's a peach, handles better than Maradona. Only had one owner — Peckham Car Rentals), and when Rodney was strongarmed into washing it, his hand went through the wing to discover it was stuffed with yesterday's newspaper… but that all just made the dream more achievable for us. The late-model Capri may have reached the zenith of its mockery in 1991, a singularly unimpressive entity, but Del Boy inadvertently turned all of that around. By pointing out that the Capri had become undesirable, it instantly became desirable again – the fabulous underdog of Nelson Mandela House.

It's no coincidence that as soon as I was able to afford one, I went out and bought myself a Mk3 Capri and a set of furry dice. I'm sure many of you did too, for precisely the same reason. Mange tout, Rodney, mange tout.
Daniel Bevis

BROADSPEED ANGLIAS

Giant killing 1960s circuit stars

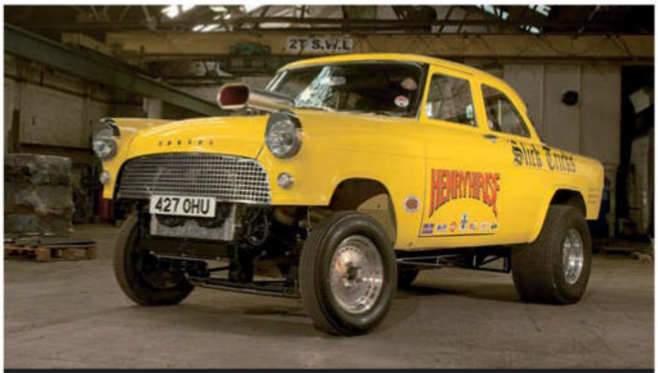
Featured: July 2022
Between 1964 and 1965 Ralph Broad's Team Broadspeed made their name with a series of blisteringly fast Mini Cooper Ss in the British Saloon Car Championship. However, when BMC decided to cut them off from all support at the end of the 1965 season, their defection to Ford — and the 1-litre Anglia — was almost guaranteed. For 1966 the adoption of Group 5 regulations transformed the Anglia's prospects as a class winner and as every Ford enthusiast now knows, those smart maroon and silver cars were phenomenally powerful, effective and immaculately presented. Broadspeed devised a new rear suspension with coil-over dampers and radius arms to replace the leaf springs — inspired by the Aston Martin DB2/4 system — which transformed the handling, but they were amazingly powerful, and high-revving, too.

With a lot of help from Cosworth and later from Holbay, the 997cc engines produced 112 bhp using Weber carburettors, but Ralph Broad soon used his own expertise to make them even more driveable. A five-speed Hewland gearbox was added in mid-season, then the installation of a 30-degree inclined Holbay-inspired engine, and from 1967, downdraught fuel-injection producing a ridiculous 124 bhp at 9200 rpm. By winning his capacity class eight times in 10 races, Team Broadspeed driver John Fitzpatrick won the overall Championship in 1966, with team-mate Anita Taylor winning once. The Broadspeed Anglia's race career may have been all too brief, but its impact as a technical tour de force of the period lasted much longer, and it heavily influenced the incoming Escort's development as a circuit winner.
Simon Woolley

WERTHER'S ORIGINAL

The über-restored RS2000

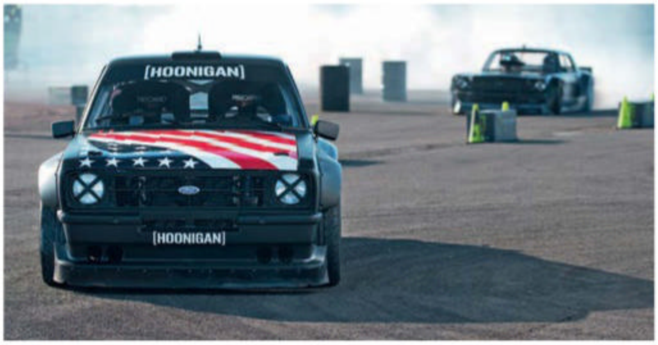
Featured: July 2007
Nicknamed Werther's Original (the paint colour matched that of the well-known lozenge) almost as soon as it was revealed, this Mk2 is the fruits of Ian Parker's obsessive quest to recreate an RS2000 as it would have left the factory — yes with all-new parts. No stone was left unturned, as he spent months scouring the autojumbles in search of the 'right' new-old stock parts. The estimated build cost was astronomical for a guy rebuilding a car in his home garage. It would be impossible to attempt something like this again, and you have to take your hat off to Ian for keeping it Tuscan Beige.
Simon Woolley



HENRY HIRISE

Custom star of TV

Featured: February 2011
Henry Hirise gained instant notoriety in 1979 after appearing on the cover of the first issue of Street Machine magazine and the subsequent TV ad promoting it. With welded-up rear doors, a massive raise in ride height, huge 10x15 rear wheels, and an insane-sounding, supercharged V8 up front, few outside of the custom car scene had seen anything like this Mk2 Consul before. Even by today's standards, the performance of the Consul was incredible. Street Machine recorded a 0-60 of 4.4 seconds and 0-100 of 8.9 seconds — all this from a car which wasn't exactly featherweight. Thankfully Henry Hirise has survived, and after many years laid-up partially dismantled, was returned to the road and to the pages of Classic Ford thanks to then custodian, Bryan Whitfield.
Simon Woolley

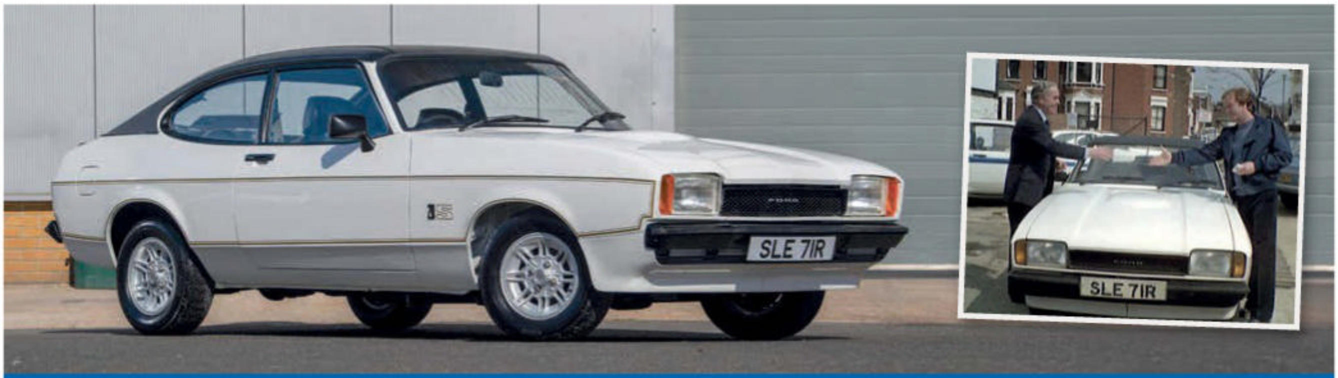


KEN BLOCK'S MK2 ESCORT

Rule-breaking, ground-breaking Hoonigan

Featured: February 2016
An American sports personality coming over to the UK and taking on our beloved Mk2 Escort? Yes, many were cynical at first, but Ken Block was a true petrolhead and genuine Ford lover through and through. This showed so clearly in both the spec list and final results of just how well this greatest-hits, ultimate-spec car turned out.

In-keeping yet fully custom bodywork courtesy of Rocket Bunny, a brazen livery, dry-sumped Millington Diamond power, independent rear suspension and then properly abused in clouds of tyre smoke. What's not to love? Ken knew what he wanted and didn't hold back, even if some may have questioned his authenticity and suggested it was just for marketing. It only took a few minutes of chatting during our feature on this absolute weapon to tell just how genuine and enthused Ken was for the project. We were truly privileged that day to meet both Block and see the results of his clear passion in the metal.
Adrian Brannan



MINDER CAPRI

Arthur and Terry's nice little earner

Featured: July 2021
Other than The Professionals, the immediate association with the Capri is of the television show Minder. We likely all know the story that boxer turned bodyguard Terry McCann, the star (at least until Arthur Daley became a breakout popular character,) was originally intended to drive that Mk2 Escort with the X-Pack arches that appeared in the background of the show's opening titles. But Terry was supposed to be a loser in life, so instead he ended up with a Capri.

How times change. Today most of us would love to own a Capri. In fact, Terry had several — as many as nine or more examples appeared across eight series of the show, and Mk1s, Mk2s and Mk3s were used.

It was the white 1977 Mk2 2.0S used in the titles that we featured in Classic Ford and the car had been famous all over again after catching fire on the way home from an MoT. The previously restored Diamond White Mk2 was burnt around the engine bay, although fortunately the damage didn't spread much beyond the dashboard. But, as owner Tony Page explained, it still required a spares car and a lot of effort from Classic Car Restorations.

It was fascinating to learn the history of the Capri and the true facts behind the fire, since the car had made it onto social media and false rumours were rife. Once work was completed, Tony was able to take his Capri home and garage it next to his 1981 Daimler Sovereign that was also used in the Minder series.
Mike Renaut

DARRAN MOSS' MK2 ESCORT

Ahead of its time

Featured: November 2001
Over the years the quality of restorations and modifications have steadily improved, but every now and then a car emerges which makes a step change. Darran Moss's YB-powered Mk2 Mexico was one of those. The Cosworth version of the car first appeared at Ford Fair 2001, and boy did it make an impression. It's concept, ingredients, finish and every little part of the car was spot on. It didn't seem anything outlandish, we'd all seen a Cosworth dropped into an Escort, but everything had been finished to perfection. And it didn't just tread the tried-and-tested path, Darran had approached everything with an open mind. A case in point was the electrics — a classic Ford with keyless entry and start isn't common even now, let alone 23 years ago.

One of the indicators of how good it was, was the speed at which it appeared in this very magazine. Just a couple of months after Ford Fair it graced the front cover and centre spread (when that was still a thing!) with a studio shoot. It was the November 2001 edition, with the article waxing lyrical about the flawless finish and the attention to detail. The accompanying pictures showed lots of little details, which were just jaw dropping.

In 2001 the car became the new benchmark, but the remarkable thing is that it's also stood the test of time. I'd wager that if it debuted in 2024, it could still be considered a fresh build.
Gavin Hutton

HERBST MK3 ESCORT

One-off piece of tuning history

Featured: June 2017
The first time we met renowned modifier, Guido Pitzen was with his now-iconic Mk3 Escort. This car was a one-off test-bed for German tuners, Herbst featuring their own styling and a 1.9 CVH engine package. As interesting as the car was, Guido boldly decided that taking the project further and improving the car in every aspect was far preferable than preserving what some would see as a piece of history. It takes some balls to remove a classic livery, swap bodykit parts and even completely re-engineer the suspension and drivetrain of this motorsport shell.

A period and insanely-rare prototype Shrick 16-valve CVH head being the jewel of the drivetrain almost says it all. This car evolved with relevant and carefully considered improved modifications. The updated yet still fully retro looks perfectly executed. If ever there was an example of how well a controversial personal vision of quality modifying can be transformed into reality this is it.
Adrian Brannan

GERMAN FIRE SERVICE TRANSITS

Kickstarted the import craze

Mainland Europe has long been a rich source of classic Fords. Warmer drier climates and less of a propensity for salt spreading coupled along with often longer ownership is a perfect recipe for prime import material. If there's one body we have to thank specifically though it has to be the German Fire Service — the Feuerwehr — who have traditionally kept Mk1 and Mk2 Transits in villages for local use. These vans have meticulous maintenance, tiny mileages and extremely long lives in service. The resulting, mostly-mint Mk1s and Mk2s — once released for sale — have regularly travelled the world to Ford fans and have undeniably significantly boosted the numbers and popularity of Transits on the scene.
Adrian Brannan

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THE PROFESSIONALS' CAPRIS

CI5 or M5?

Featured: September 2001, Summer 2015

As the Laurie Johnson-composed theme tune blasted through the nation's TV sets, accompanied by the opening credits which featured a Granada smashing its way through a plate-glass window, viewers were in for an action-packed hour of primetime television. The show followed the exploits of the fictional British law enforcement department, Criminal Intelligence 5 or CI5, with the main characters Bodie and Doyle — under the despairing command of George Cowley — shooting and punching their way through a sea of Cold War-era enemy spies, drug barons, pimps and other high-grade wrong-uns.

The first series aired in 1977 and initially featured British Leyland press cars but reliability and continuity issues left the producers frustrated. Ford came to the rescue with a deal supplying carefully-picked Granadas, Escorts and Capris — the latter for Bodie and Doyle, with the duo will most famously be remembered for solving crimes in an omni-sideways matching pair of Mk3 Capri 3.0Ss from 1980 onwards. Despite filming having ceased in 1981, The Professionals aired up until 1983, and fans will remember that for this period at the height of the show's popularity, Bodie sported the silver Capri and Doyle the gold. Nerds will note that in the episodes filmed in 1980, Doyle drove a Solar Gold Capri with the false TV registration of OAR 576W and Bodie a Strato Silver Capri with OWC 827W falsies. 1981-filmed episodes featured a Tibetan Gold and Strato Silver Capri with the famous genuine registrations of VHK 11W and VHK 12W respectively. Thankfully all of the Mk3s live on.

The machismo of the series suited the brawn of the Essex-powered range-toppers, but ironically, this brand of masculinity which had been so helpful for the nation's favourite coupé went out of fashion overnight. Fashion is a fickle old beast though, and by the late 1990s, there was enough Ford nostalgia to reignite interest in both the TV series and the cars. Today, we all love a Capri; Bodie and Doyle et al raise smiles and ITV4-stoked warm fuzzies and the original cars from the series are seriously hot property. Long may it continue.

Graham Leigh

ESSO BLUE

RAC-winning Escort superstar

FINISH
Daily Mirror
1972 INTERNATIONAL RALLY OF GREAT BRITAIN

Featured: October/November 1997, February 2023

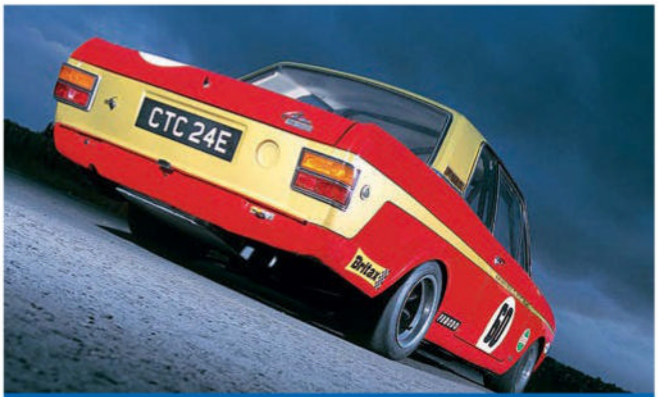
Despite all the success the brand has enjoyed since, no single car quite encapsulates Ford's enduring love affair with rallying (and the public's reciprocal appreciation for its continued participation) quite like LVX 942J, the legendary Esso Blue.

The car that would come to be known as Esso Blue was assembled in 1971, initially as a Safari-spec Twin Cam for local hero, Joginder Singh. The car was then readied for forest work and entrusted to Roger Clark, who used it to contest the 1972 British Rally Championship, ultimately winning eight of the 10 rounds to take the title with ease. The result set Clark and the Escort (now livered in its iconic Esso warpaint and shod with a full-fat, Brian Hart-built BDA) up for the season-ending RAC Rally, British rallying's gala event.

The rest, as they say, is history: Clark took the rally by the scruff, dominating the Mickey Mouse stages that made up its opening leg and furthering his advantage once the event winded its way to the Welsh forests. The victory was absolute and total, with a winning margin of 3 minutes and 25 seconds over next-placed man, Stig Blomqvist.

The win elevated Clark and co-driver, Tony Mason to the level of sporting royalty overnight, and also helped solidify the association between the Ford Escort and success in rallying in the collective imagination of the general public. It thus laid the groundwork for all the success Ford would have in British rallying for the remainder of the 1970s, and means that every subsequent Ford-badged rally car — from the humblest Clubman-spec Escort to the more-recent Rally1 Pumas built and campaigned by M-Sport in the World Rally Championship — owes a small yet significant debt of gratitude to LVX 942J, Ford's first rallying icon.

Jamie Arkle

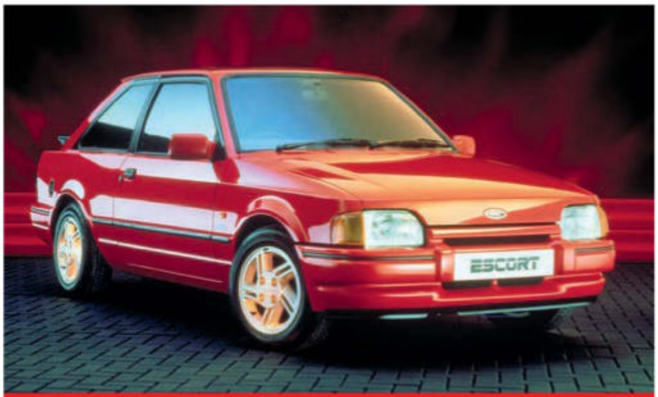


ALAN MANN RACING CORTINAS

The much-replicated race livery

Featured: September 2003
Ermine White and Sherwood Green — they're the archetypal Lotus Cortina colours. And they're also responsible for the creation of what is likely the most-replicated competition livery on any classic Ford — the iconic red-and-gold of Alan Mann Racing. It all started in 1964 when, after a Touring Car race at Spa, Alan Mann felt it necessary to differentiate his own car from the swathes of green-and-white Cortinas. The following year, inspired by his new daily driver – a Ferrari 275 GTB – he decided to paint the team Cortinas in Ferrari red, complete with deep, liquidy-gold stripes… and a legend was born. The colour scheme, later altered slightly to Ford Monaco Red with custom-mix gold, found itself applied to Alan Mann Racing's GT40s, Falcons, F3Ls and Mk1 Escorts.

There's a reason why it's so widely copied and imitated — quite simply, that vivid red-and-gold looks magnificent. It makes a car look fast even when it's standing still.
Daniel Bevis



ESCORT XR3i

Backbone of 1990s modified car culture

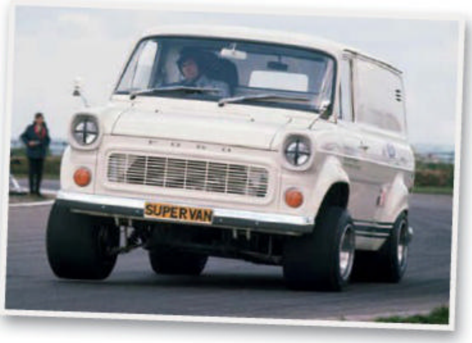
Volkswagen's hatchback yardstick, the Golf had already been in production for six years when the Mk3 Escort was released in 1980. Ford needed in on the front-wheel drive mid-size segment that was gaining traction throughout Europe. Despite its lukewarm reception from chaps sporting rally jackets, the buying public bought them and the subsequent Mk4 variant throughout the 1980s by the boatload. While Ford had the carburettor-fed XR3 in its hatchback line-up straight off the bat, it was in 1982 that the Blue Oval really took it to the German's with the introduction of the Special Vehicle Engineering (SVE)-developed XR3i. The all-important 'i' told your neighbours that your 1.6 CVH sported a Bosch K-Jetronic fuel injection system and the spoilers and pretty yet purposeful cloverleaf alloys were welcome period eye candy— the XR3i was of huge cultural significance.

So while RS Turbos were the ones you really drooled over down Southend seafront, it was the XR3is that were more plentiful and accessible and they, along with their XR2 baby brothers, became the archetypal right-of-passage cars for the Max Power generation.
Graham Leigh

SUPERVAN

The original, the best

Grafters feature: September 2021
We don't think the word 'legend' could be associated with any other Ford as much as the original Supervan. Famously built by Terry Drury Racing for Ford in 1971 to showcase the Mk1 Transit, it became an instant icon thanks to its bulging bubble arches, massively wide wheels, race car underpinnings and most importantly; three-wheeling antics on track. But no matter what you read on the internet as fact, the van is not simply a Ford GT40 chassis, engine and gearbox with a Mk1 Transit bodyshell plonked on top. It was actually based upon a customised Cooper Monaco tubular chassis, which was a racing sports car from the 1960s, with a modified Ford V8, GT40 transaxle gearbox and Transit body.



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In various displays around the country and even the Nürburgring, it was driven hard on track and did exactly what it was supposed to plus more; it promoted the Transit but also helped reinforce Ford's dedication to creating fast and fun Fords at the time, as well as encouraging the concept of modifying your Ford too. It also started a legacy of Supervans that has carried on since.

Thought lost for nearly 50 years, Classic Ford revealed in 2023 that those in the know were well aware of Supervan's whereabouts and its comprehensive restoration was well underway with the help of master craftsmen, Colin Ginn and Rob Croombe. Owner, Andy Browne has now nearly finished the van and it will be making big waves in 2025.
Simon Holmes

RUSTY'S COSWORTH 4WD CAPRI

Supercar-baiting video star

Fast Ford featured: October 1994
Sleepers. We're all now well accustomed to the term which describes a car that's faster than it looks, but back in the Max Power era of huge spoilers, lairy paint and TSW Venoms, they were a much rarer sight.

During the 1990s and early 2000s this only made Peter Kennedy (better known as Rusty)'s 1984 Cosworth (with nitrous)-propelled four-wheel-drive Capri even more spectacular to witness than it would today. A regular sight on the quarter mile, you could never tire of watching this innocent looking old Ford accelerate off the line heading towards warp speed. As you can imagine, amazed reactions from fellow spectators who'd never seen this bizarre spectacle before often created much hilarity, even better if Rusty's Capri had just trounced a supercar of some description — which it usually did!

Word eventually got around about this Capri's capabilities thanks to numerous magazine features, appearances at major events and a starring role in Jeremy Clarkson's At Full Throttle DVD, where it beat a Holden HSV and a £250,000 Brabus Mercedes. All this made Rusty and his Capri famous, almost to the point where that initial sleeper impact had been tarnished.

Yet, the seeds were sown and we're sure this iconic car helped provide many builders of old Fords with inspiration to create a sleeper with a similar theme.

Sadly, Rusty passed away in 2020, though his legendary 450 bhp YB-powered Capri lives on, now fully restored and still upsetting drivers of supercars at every given chance!
Jon Cass

FAST FORD
BAD ATTITUDE
RS Turbo Outlaw Style
DRAG FACTOR
Cossie 4x4 Capri
WIN
TRACK ATTACK!
On The Mexico Circuit
FORD FAIR '94 Biggest And Best Ever!
BUYING USED Guide To Five Fast Fords
The Independent Magazine for Ford Enthusiasts
B654 WOO
Life's a Drag

THE RS200

Ford's 1980s supercar

I'll never forget my first ride in an RS200. I was wedged into the passenger seat via a five-point harness and the owner, who I'd only met and begged for a ride some 30 seconds before, was explaining the various modifications he'd made to make his genuine Group B rally animal even faster. It wasn't the road going version I'd presumed it was. He was quoting 700 bhp and close attempts at getting from zero to 60 mph in under 2 seconds, while I was deciding which direction to aim if I vomited.

It's likely still the fastest car I've ever been in, an incredible survivor from when rallying had no rules. I almost blacked out from the acceleration and it turned out that was merely his sighting lap. Our next one, he promised, would be even faster.
Mike Renaut

10.42
127.23
SANTA POD
TOYO TIRES
JGC 85T

DAVE COLLEDGE'S ESTATE

Impossibly light, impossibly fast

Featured: December 2009
While the previous builds from Retro Ford's Dave Colledge showed off his very keen eye for detail, when he turned his attention to building an all-out drag car for the quarter mile no-one was quite ready for what this car achieved. Power was taken care of by a 330 bhp, normally-aspirated Duratec but the really trick bits were found on the shell. The incredible focus to get the weight of the car down meant every single part was either replaced, redesigned or just lightened, and he later revealed it weighed in at an impossible-sounding 540 kg. The plan worked too — Dave ran a blistering 10.4 at Santa Pod. Mission accomplished.
Simon Woolley

COLIN McRAE'S ESCORT

The original Modified Group 4 Mk2

Featured: When Colin McRae commissioned DJM Motorsport to build him a Escort rally car way back in 2003, he couldn't have grasped the outsized impact its advanced specification would have on the world of contemporary rallying Escorts. Here, after all, was a blueprint for the ultimate Escort rally car, one that embraced modern technology (that semi-spaceframed and independently sprung back-end, the paddle-shift system, the overarching commitment to reduced weight in all areas) without jeopardising the traits that made the Mk2 such a beloved special stage weapon in the first place - analogue, rear-wheel-drive chuckability.

The significance of the McRae Escort was apparent from the outset, but perhaps what makes this particular car so special, aside from the influence its spec has had (and continues to have) on contemporary Mk2 rally cars in the UK and Ireland, was that we got to see it driven in anger by the man who commissioned it, on events as diverse as the Scottish Rally and the Killarney International Rally of the Lakes. McRae's tragic and all too premature passing in 2008 has only served to lend those memories added poignancy.
Jamie Arkle

TOBY KENT'S MK1 CORTINA

Pre-Crossflow flag-waver

Featured: June 2001
In a period when there were easier and cheaper ways to get more power — we're looking at you, Zetec — Toby resolutely bucked the trend with his GT build — preferring to use so-called 'old' technology taking the once-humble Pre-Crossflow motor about as far as it could go with a 2-litre capacity and ultimately, 200 bhp peak power. The rest of the car's build was just as good and well thought-through and it inspired many enthusiasts to keep the traditional route to tuning to the fore.
Simon Woolley

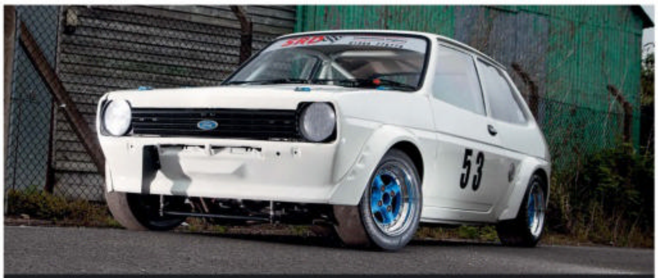
COLIN GINN'S SAXON CORTINA

Amazing, unique, never bettered

Featured:
January 2012
Colin's name came out of nowhere in the classic Ford world back in 2009. A master restorer and highly-skilled metalwork guru, it turned out he was usually found doing high-end, concours Jaguar restorations but suddenly turned his hand to Mk1 Cortinas as he simply liked them. Colin also liked a challenge and rather incredibly decided to take on a highly-ambitious project; to build a fully working replica of Ford's 1960s Saxon concept car, which was a Cortina-based Thunderbird lookalike.

At the time there was thought to be only a single picture of the car and Colin meticulously recreated it by taking a Mk1 Cortina and shortening the wheelbase, creating new swage lines, doors, a hardtop roof, bootlid, bonnet and wheelarches, as well as custom steel wheels to fill them.

It was a masterclass in metalwork that no-one had ever seen lavished on a Cortina before. It upped the game not just for any classic Ford restorer, home builder or enthusiast but for the entire scene. No-one before or since could take on a project so challenging and confidently nail it like Colin did. It went onto to be displayed at Goodwood and he tells us he was once offered £100,000 to build another, but declined as he wanted his to be the only one.
Simon Holmes

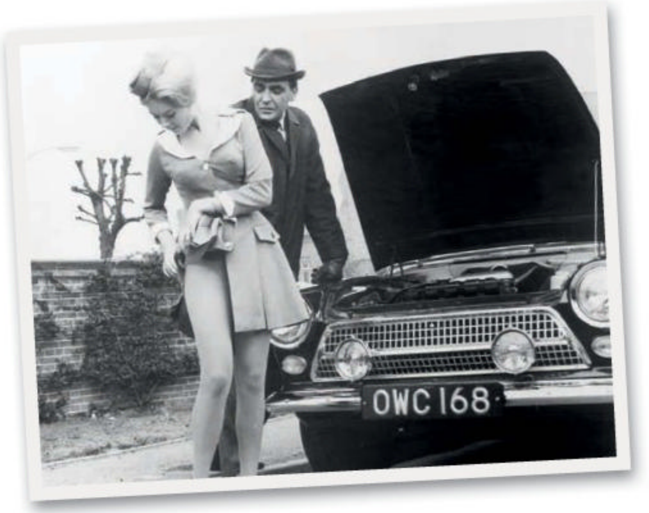


MARK SHILLABER'S MK1 FIESTA

16-valve screamer built for the hills

Featured: Summer 2013
A personal choice this, as I can trace my (relatively) newly reinvigorated appreciation for highly-modified, big-power Fiesta competition cars to Mark Shillaber and his immense Mk1 hillclimb special, a car we featured and placed on our cover back in the summer of 2013.

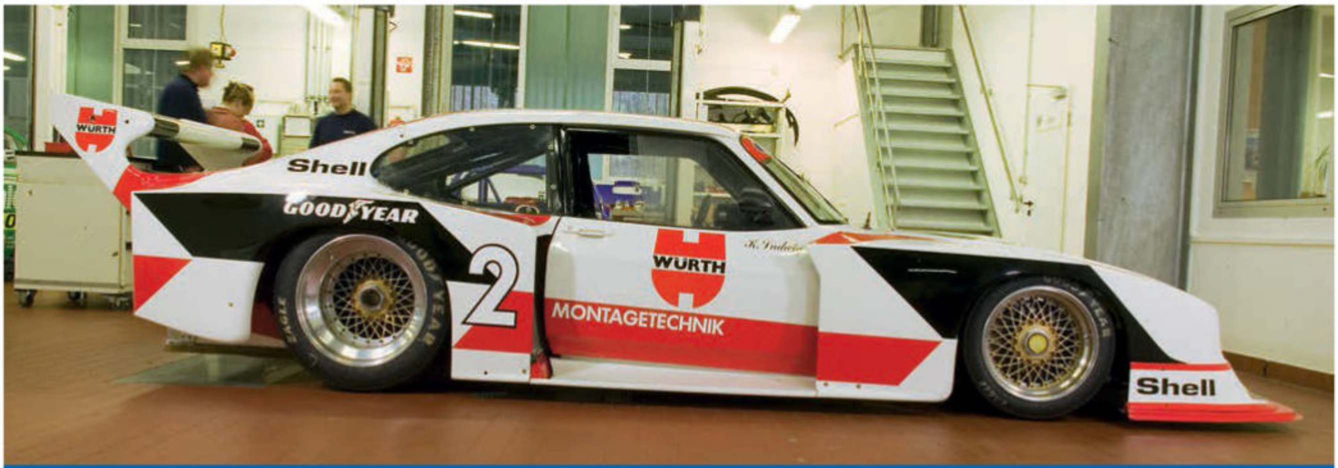
The car was a case study in less is more, an understated, positively demure little hillclimb car clothed in lightweight panelwork, and underpinned by the sort of certain, hard-won engineering know-how that Mark, or rather his engine building firm, SRD, specialises in. At its heart lay an all-steel Cosworth BDH, a remarkable engine, remarkable both for its ability to produce massive power figures despite its diminutive, 1300cc capacity, and because of the screaming, hackle-raising noise it made when properly prompted. Just take a quick squizz at the numerous YouTube videos of Mark and the Fiesta setting class records on various UK hillclimbs to see what I mean.
Jamie Arkle



CARRY ON CABBY CORTINAS

Perfect product placement

The 1963 film, Carry On Cabby was a marvel of product placement when Ford, by offering their product on free loan, stole away from BMC the chance to provide a fleet of their newly-released Consul Cortina Super models for the next chapter of the hugely-popular Carry On series of movies. With a large number of cars on screen driven by a group of glamorous young women — the Glamcabs — they used it as a platform for advertising the new car as 'Britain's newest film star'. It was a marketing godsend and a precursor to Fords being placed in many other famous programmes such as Z Cars, The Sweeney, The Professionals and Spender.
Gavin Hutton



ZAKSPEED CAPRIS

Out of this world — even now

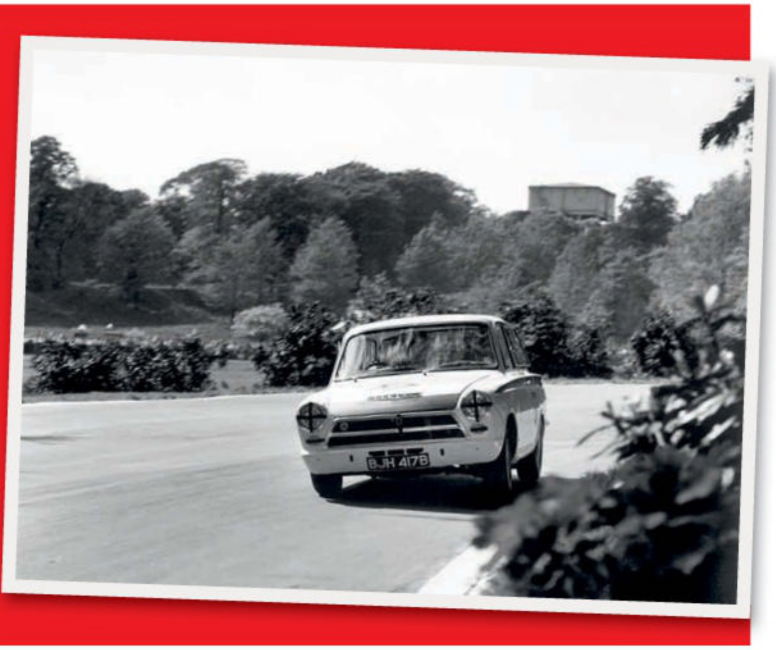
Featured: June 2006
Arguably the pinnacle of extreme racing Fords the Zakspeed Capris were nothing short of totally insane. Zakspeed chose to design their German National DRM car loosely on the Mk3 Capri which thankfully gave us this creation. With a full spaceframe chassis under a lightweight body that was massively enhanced it was powered by a turbocharged version of the legendary BDA engine (before Ford had even done it) to make 380 bhp in 1400cc form and 700 bhp in the larger 1700cc variation. It's hardly surprising that it quickly became the most iconic Ford in motorsport for most people, which is why it's here as we featured a restored example on our front cover which gave a detailed view of the cars intricate workings.
Simon Woolley

THE LOTUS CORTINA

Win on Sunday, sell by the truckload on Monday

The first Cortinas were homologated for motorsport in 1962, but it was in 1963 that everything changed with the homologation of the new 'Consul Cortina developed by Lotus'. The adage, 'Win on Sunday sell on Monday' has long been associated with Ford but this is when it really took off. Lotus had been employed to develop the forthcoming Cortina for racing and it was very effective, with Jim Clark and his Team Lotus car winning his class in every round of the 1964 BSCC. To support Ford's motorsport focus they established their Competition Department at Boreham in 1963 to prepare cars and parts for works and customer teams. Here the drivetrain from the Lotus Cortina was later shoehorned into an Escort to further Ford's motorsport ambitions, itself leading to the introduction of the RS brand as a marketing tool. Yet it all started with the Lotus Cortina.

Gavin Hutton



MARTIN SCHANCHE'S RALLYCROSS ESCORT

Engineering brilliance — and madness

Featured: September 2024

More often than not, most people would conjure up and image of a Touring Car or rally icon when asked to name a vehicle that played a significant role in Ford's motorsport history. Yet, back in 1983 there was a certain Xtrac Mk3 Escort that made a memorable impact in the world of rallycross, arguably one of the most spectacular forms of motorsport around.

For those that witnessed Martin Schanche's Brands Hatch race debut in this car on TV's Grandstand with commentary by the legendary Murray Walker will probably remember it well – I know I do, as a nine-year-old I'd just walked in after spending the morning sledging!

Compared to the opposition, the sheer pace offered by the 4WD Zakspeed turbo Escort appeared to be off the scale and despite being quite a handful in the corners, everyone just knew this groundbreaking car had just pushed the rallycross boundaries for good!

Jon Cass

RAY GIMBERT'S ANGLIA

No-expense-spared technical masterpiece

Featured: September 2015

Ray's Anglia was something from another planet when he unveiled it in 2010. Built like a no-expense-spared race car, it was still road legal and wasn't ever intended to do more than dominate track days, but unlike a dedicated track build or even a full-on Group 4 Escort rally car, the Anglia was lavished with seriously high-end motorsport levels of specification.

From a spaceframe chassis covered in custom wide-arch carbon fibre bodywork to an alloy-blocked YB turbo engine with a paddle-shifted sequential gearbox and quick-change diff, it was simply unlike anything else ever built before or since. Only recently are we beginning to see similar-style builds, which proves Ray was literally years ahead of the game. Sadly, the car got broken up for parts in the end but it's legacy left an impression on those that understood the time, thought process, effort and cost to build such a car.

Simon Holmes

THE SWEENEY CONSUL GT

1970s TV's best-known 'Granada'

Featured: November 2020
I was too young to watch The Sweeney when it was first broadcast but I still knew what it was about; tough policemen beating up the bad guys, usually after a car chase. Yet some of what we remember about the show is wrong; they didn't wreck a Jaguar in every episode, there wasn't always a fistfight and in reality the bronze 1974 Consul GT we all associate with Regan and Carter was only used for the first two series. And Carter was just as likely to turn up in a Cortina.

Nonetheless that 3-litre Consul GT is an icon of British television and I was honoured to be able to tell the full story of the car from how it came to appear on screen, via Ford's press fleet and its less well-known life after it was sold off. Can you believe that among the next six owners it belonged to a policeman and was used for meals-on-wheels deliveries? Or that it stayed within the outer London area for another 15 years?

Devoted owner, Mr Shifter took on the Consul in 1988, stripped it to a bare shell and gave it an extensive rebuild that was completed at Mid-Beds Vehicle Restoration. Repairs were needed following accident damage and to replace the various rusty areas.

He was also careful to retain the original extras specified by Euston Films, including sump and fuel tank guards and export-spec bracing across the bulkhead. In fact, other than replacement metalwork, 95 per cent of the car remains as it was on screen, including the interior. The Consul returned to the road in 2019 and has caused a sensation ever since.

It was fantastic to learn the true stories behind this amazing car and I'm still getting asked questions about it over four years after writing the feature. Almost 50 years after its last appearance on screen this Consul is more famous than ever.
Mike Renaut

SPENDER SAPPHIRE COSWORTH

Jimmy Nail's choice of wheels

Featured: July 2024
Long before the internet, dedicated car shows and this magazine, classic Fords generally came into our lives either in person or through the television. In person for most of us they would be regular mid-range models being used conventionally, and on television it would often be through motorsport. The middle ground which so often felt extra-exciting was in TV drama shows. Street cars in relatable locations often doing extraordinary feats — be it The Professionals' Bodie and Doyle smashing through the scenery in Capris, or Regan and Carter's insanely cool Consul chasing down the bad guys in The Sweeney. Fast forward to the early 1990s and a younger generation were seeing a similar situation with Jimmy Nail as Spender, introducing his Sapphire Cosworth knowingly as, 'It's a beast'.

Seeing cars like this becoming characters in their own right can leave a significant imprint on an impressionable young mind, and often be the seed that grows into a real passion for a marque. The production teams may have often had a casual approach to the cars and even questionable continuity back in the day, but there are a number of enthusiasts who recognise just how significant these cars are and go well beyond the call of duty to bring them back from the brink. This Saph was the third used in Spender, and was a 4x4 instead of the more regularly appearing 2WD in the earlier shows, but it's still the real deal and Dan Lillywhite recognised that it had to be saved. A painstaking resto which most wouldn't have undertaken was completed, and soon after the car was even reunited with Jimmy Nail!
Adrian Brannan

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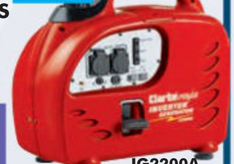

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B'HAM HAY MILLS, B25 8DA	0121 771 3433
BOLTON, BL3 6BD	01204 365799
BRADFORD, BD1 3BN	01274 390962
BRISTOL, BS5 9JJ	0117 935 1060
BURTON, DE14 3QZ	01283 564708
CAMBRIDGE, CB4 3HL	01223 322675
CARDIFF, CF24 3DN	02920 465424
CARLISLE, CA1 2LG	01228 591666
CHELTENHAM, GL52 2EH	01242 514402
CHESTER, CH1 3EY	01244 311258
COLCHESTER, CO1 1RE	01206 762831
COVENTRY, CV1 1HT	02476 224227
CROYDON, CR2 6EU	0208 763 0640
DARLINGTON, DL1 1RB	01325 380841
DEAL KENT, CT14 6BQ	01304 373434
DERBY, DE1 2ED	01332 290931
DONCASTER, DN2 4NY	01302 245999
DUNDEE, DD1 3ET	01382 225140
EDINBURGH, EH8 7BR	0131 659 5919
EXETER, EX2 8QG	01392 256744
GATESHEAD, NE8 4XA	0191 493 2520
GLASGOW, G4 9EJ	0141 332 9231
GLOUCESTER, GL1 4HY	01452 417948
GRIMSBY, DN32 9BD	01472 354435
HULL, HU9 1EG	01482 223161
ILFORD, IG2 7HU	0208 518 4286
IPSWICH, IP1 1UZ	01473 221253
LEEDS, LS4 2AS	0113 231 0400
LEICESTER, LE4 6PN	0116 261 0688
LINCOLN, LN5 8HG	01522 543036
LIVERPOOL, L3 5NF	0151 709 4484
LONDON CATFORD, SE6 3ND	0208 695 5684
LONDON EDM'TON, N18 020	0208 803 0861
LONDON LEYTON, E10 7EB	0208 558 8284
LUTON, LU4 8JS	01582 728063
MAIDSTONE, ME15 6HE	01622 769572
MC CENTRAL, M8 8DU	0161 241 1851
MC OPENSHAW, M11 1AA	0161 223 8376
MANSFIELD, NG19 7AR	01623 622160
MIDDLESBROUGH, TS17 6BZ	01642 677881
NORWICH, NR2 4LZ	01603 766402
NORTHAMPTON, NN5 5JW	01604 267840
NOTTINGHAM, NG1 1GN	0115 956 1811
PETERBOROUGH, PE1 2PE	01733 311770
PLYMOUTH, PL4 9HY	01752 254050
POOLE, BH14 9HT	01202 717913
PORTSMOUTH, P03 5EF	02392 654777
PRESTON, PR2 6BU	01772 703263
SHEFFIELD, S2 4HJ	0114 258 0831
SIDCUP, DA15 9LU	0208 3042069
SOUTHAMPTON, SO17 3SP	02380 557788
SOUTHEND, SS9 3JJ	01702 483742
STOKE-ON-TRENT, ST1 5EH	01782 287321
SUNDERLAND, SR2 9QF	0191 510 8773
SWANSEA, SA7 9AG	01792 792969
SWINDON, SN1 3AW	01793 491717
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BACK IN THE GAME

Three decades ago, Karl Scott lived and breathed Minis until one day his dad came home with a 1600 Sport. Now, with full allegiance to the blue oval, his latest creation is another Sport, only this time boasting Duratec power.

Words and Photos Jon Cass

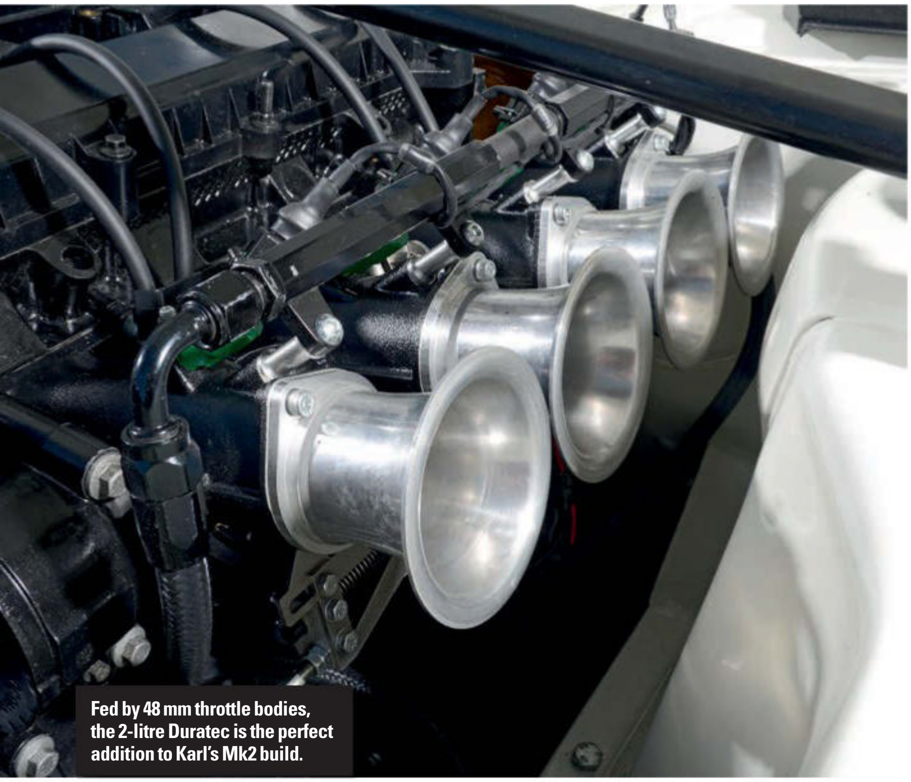
Anyone who learned to drive in the late 1980s or early 1990s will probably have started off in either a Mini or a Ford of some description. These cars were cheap, mods were plentiful and the fun factor really couldn't be any greater for the money.

Initially, Karl Scott was a certified Mini fan, though the 1275GT bought by his dad probably played a strong influence.

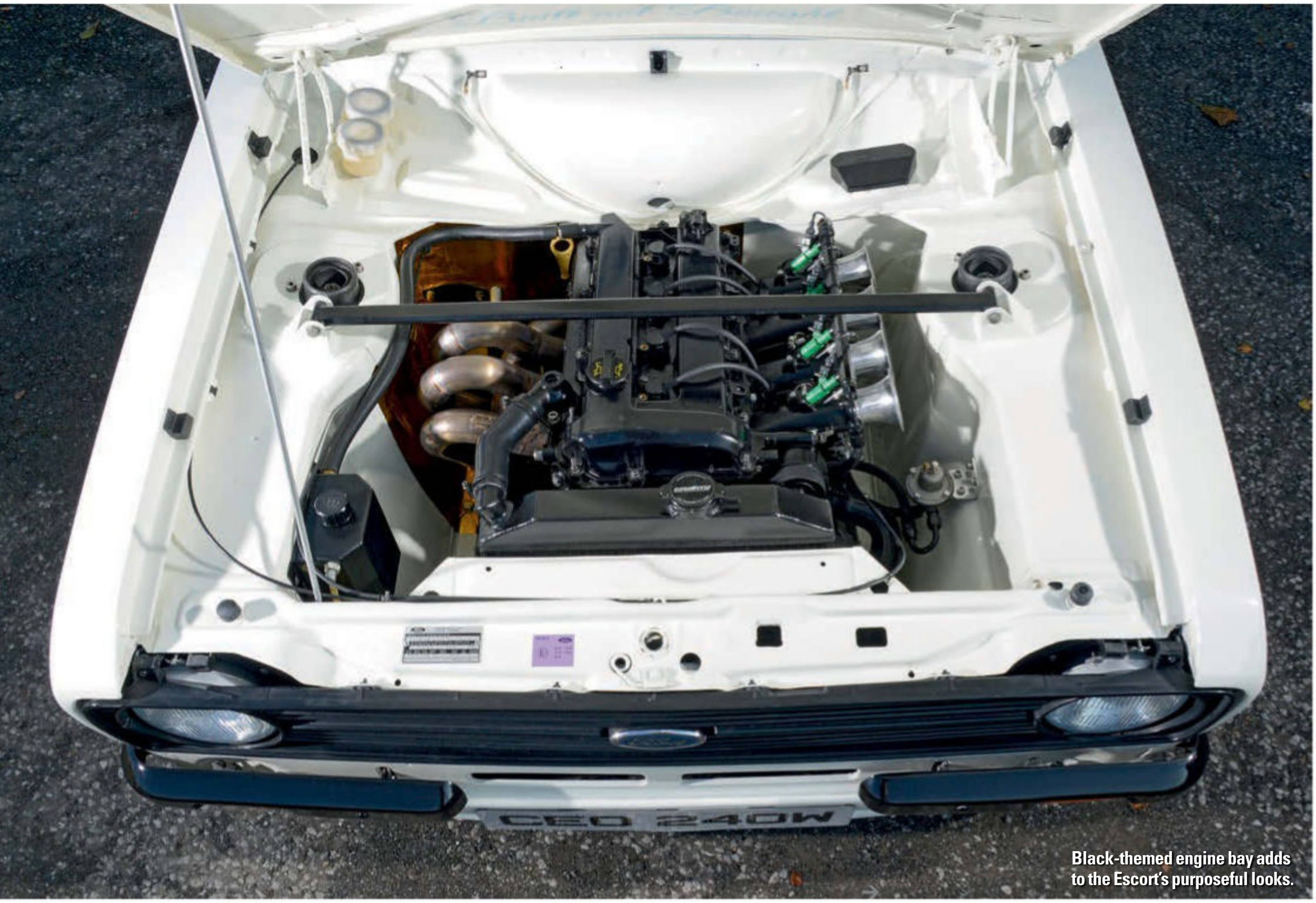
"I was just 10 at the time, " Karl smiles, " I soon became addicted to all things Mini and just couldn't get enough of them." By the time he was 15, Karl pulled a Mini Clubman out of a field and spent two years restoring it ready for when he passed his driving test. And you'd imagine that'd be a clue to how things panned out. Karl built more Minis, made new friends, collected a load of trophies and a bad back for his efforts. Job done.

But not this time. Karl's dad had just happened to bring home a different car while his son remained at a highly influential age.

"He turned up one day with an Escort 1600 Sport in Stratos Silver," Karl recalls, "after that, my outlook on cars immediately changed!" Within days, the father-and-son duo had fitted a four-branch exhaust, manifold lowering blocks and Spax dampers, "I guess that's where my love for old Fords really started," Karl smiles.



Fed by 48 mm throttle bodies, the 2-litre Duratec is the perfect addition to Karl's Mk2 build.



Black-themed engine bay adds to the Escort's purposeful looks.

“I WAS IN HEAVEN THE DAY I GOT THE ESCORT PARKED ON THE DRIVE”

Having just spent two years restoring his Clubman, you’d imagine Karl would have kept hold of his Mini for a while. “I didn’t really plan to sell that car,” he remembers, “but only a few months went by, and I was offered a swap for a Mk2 Escort.” This wasn’t just any ordinary Escort as it wore Tarmac arches and benefitted from a lairy Crossflow. “Needless, to say, I had that Escort on my drive the same day,” Karl laughs, “I was in heaven.”

Impressed by Karl’s latest purchase, his best mate decided to join in too. “He bought a Mk2 as well,” Karl says, “and if we weren’t in my garage, we were in his!” The duo would often be found hunting for cheap Mk2s before stripping them for parts and soon they’d amassed tons of spares. “No-one wanted them at that time — our mates were moving on to RS Turbos and Novas by then.”

Unfortunately, Karl didn’t have anywhere to keep the Mk2 and ended up selling it with all the right bits for just £750. “You can’t even buy a pair of solid wings for that these days,” he smiles.

Retro return

After taking an all-too-long break from old Escorts, Karl would make a predictable return some years later. “I really missed driving a Mk2 and found myself a Pinto-powered estate,” he says. “I then switched to a Ghia in Terracotta which a friend of mine still owns now.” While both are undoubtedly desirable cars, Karl’s ultimate goal was to source himself a genuine 1600 Sport. “By now it’s now 2012 and Escorts had really skyrocketed in price,” Karl says, “I really wanted a UK car which made the task of finding an affordable example even trickier!”

As you’d probably guessed, this meant Karl’s modest budget was restricted to a Sport requiring some major graft,

“I managed to find a 1980 UK car in Venetian Red,” he says, “and I knew straight away this would become a bare-metal, top-to-bottom rebuild!” Fortunately, Karl’s missus, Rachel was more than encouraging and even bought the necessary rollover jig that was about to come in very handy!

“I set about repairing the shell, fitting a new front panel, slam panel, floorpans, wings, sills, doorskins and fuel tank along with adding the RS strengthening panels,” Karl points out. “I also seam-welded the chassis rails, added gussets and fitted a rear firewall.” Once the welding had been completed, Karl opted to repaint the bay and underside himself followed by the remainder of the shell. “I took a whole week off work to ensure it wasn’t rushed,” he says. “The shell required a good few coats of 2-pac Diamond White and I was really pleased with the result.”

Factory style

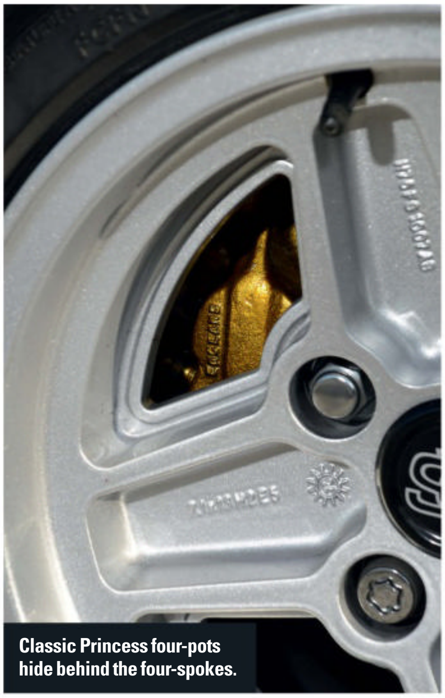
Right from the start, Karl’s plan had been to create a 1600 Sport retaining a distinct OEM flavour, armed with a

→

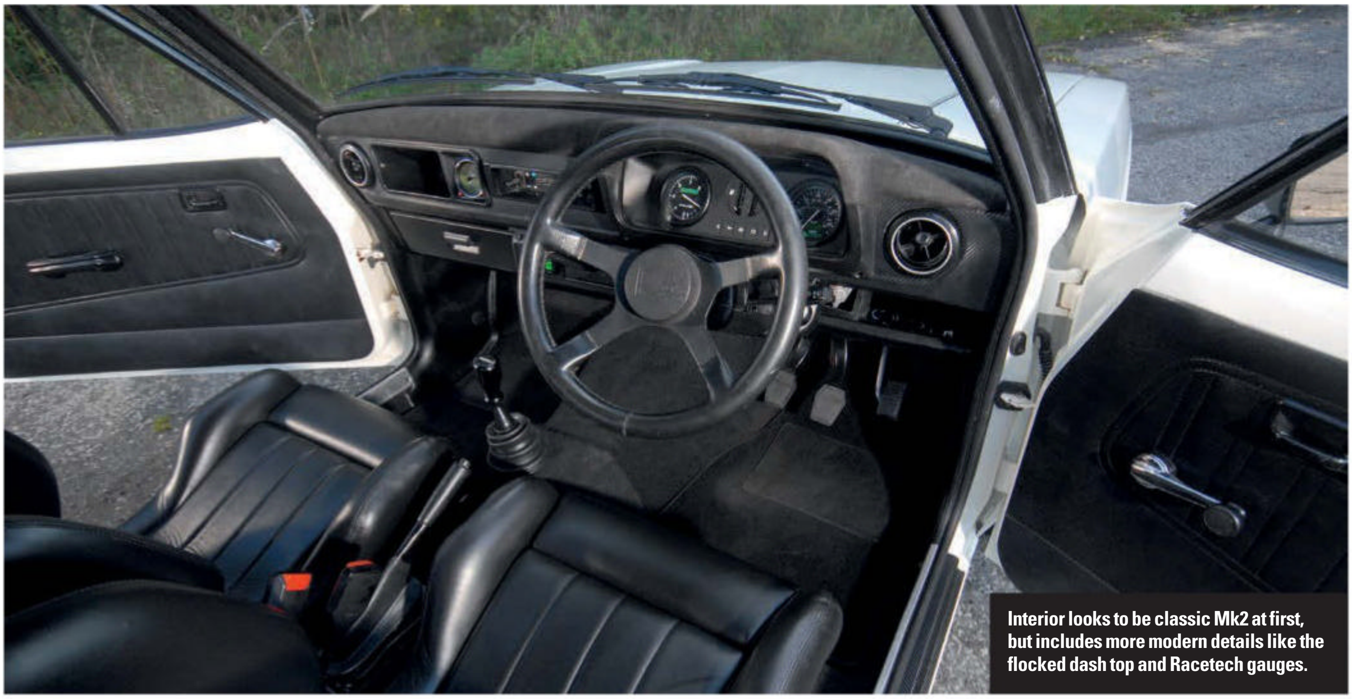
ONE FOR THE LANES

KARL’S CHASSIS TWEAKS

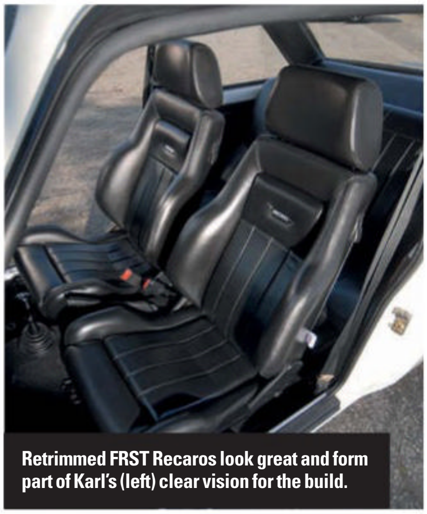
Gaining the optimum stance and pin sharp handling for his 1600 Sport was a priority for Karl right from the off. He’s managed to achieve this using -2 inch 170 lb springs and Group 1-spec Bilstein dampers with short Tarmac inserts at the front along with a double-width kit, roller bearing top mounts, adjustable bottom arms and a World Cup crossmember with lowered rack mounts. Meanwhile, the rear now benefits from a Baby Atlas axle, Blackline LSD, Group 1 126 lb single-leaf springs, two-piece halfshafts and a Rix Engineering Panhard rod. A combination of old-school Princess four-pot callipers with 257 mm discs and Cosworth rear callipers create ample stopping power while those timeless 7x13 inch alloys look oh so right here. You just know this is one Mk2 that has twisty country lanes set firmly in its sights!



Classic Princess four-pots hide behind the four-spokes.



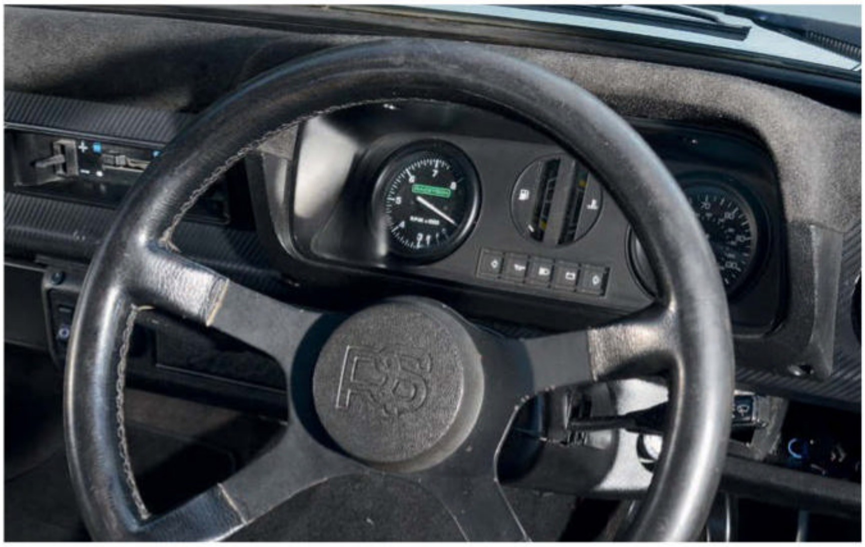
Interior looks to be classic Mk2 at first, but includes more modern details like the flocked dash top and Racetech gauges.

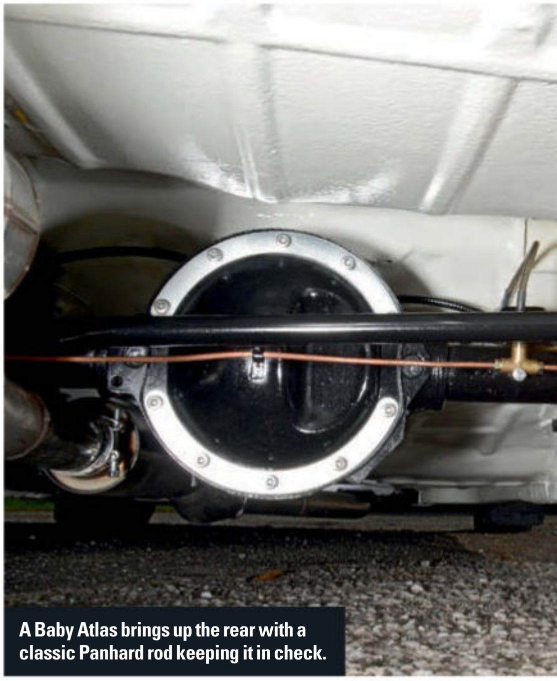


Retrimmed FRST Recaros look great and form part of Karl's (left) clear vision for the build.

killer stance and modern powerplant. "I had a vision in mind," he smiles, "and so the Mexico front spoiler, RS boot spoiler and 7 inch Ronal rims were a must."

Initially a £100 2-litre Zetec running 45 DCOE carbs and a Type-9 'box were slotted into the Mk2's bay, but the carbs were soon switched to Omex ITBs. "The performance was adequate, but the temptation to fit an ST170 unit was irresistible," Karl smiles. "Once installed with Piper cams and an RX8 six-speed 'box, the difference was





A Baby Atlas brings up the rear with a classic Panhard rod keeping it in check.

ESCORT
1600
SPORT
CEO 240W

> **“I HAD A VISION IN MIND, SO THE RS BOOT SPOILER AND 7 INCH RONALS WERE AN ABSOLUTE MUST”**

certainly noticeable.” Sadly, a major oil leak meant Karl would have to drop the engine out again to carry out a repair, but instead he saw this as an excuse to upgrade the running gear. “I opted for a fully-forged 2-litre Duratec running 48 mm throttle bodies and Piper BP320 cams,” he points out. “I also swapped to a stronger Mazda MX5 NC six-speed gearbox.” It would have been far easier to repair the ST170 sump, but Karl’s the first to confirm this latest Duratec conversion has been worth the effort.

Climb inside and you’ll soon spot the RS Turbo Recaro seats retrimmed in black leather along with the flocked dash top and carbon wrapped dash panel. Combined with the Racetech gauges, RS four-spoke steering wheel and black trim, the OEM+ theme continues to great effect.

The whole project including all those engine swaps took Karl an agonising 12 years to complete, but when the result looks as good as this, we reckon it’s been time well spent!

Tech Spec

Body
1980 Mk2 Escort 1600 Sport, restored shell, RS rubber boot spoiler, Mexico-type front spoiler, original bumpers, NOS rear lights and front indicators. **Paint:** Diamond White with 1600 Sport decals

Engine
2-litre Duratec, forged Wössner high-comp pistons, PEC steel rods, race-spec bearings, ARP mains stud kit, Jamsport high-pressure oil pump, ported cylinder head, Piper Cams BP320 camshafts, double valve springs and adjustable pulleys, Raceline direct-to-head 48 mm throttle bodies, Omex 600 ECU, Bosch green injectors, custom alloy sump, Simpson exhaust, modified Gravity Performance alloy radiator with Kenlowe fan

Transmission
Mazda NC six-speed gearbox, billet flywheel, six-paddle clutch, Baby Atlas axle, Blackline gear-type LSD, two-piece halfshafts

Suspension
Front: Group 1 Bilstein struts with short Tarmac inserts, -2 inch 170 lb springs, adjustable bottom arms, double-width kit, roller bearing top mounts, quickrack, green track rod ends, World Cup crossmember with lowered rack mounts. **Rear:** Bilstein dampers, Group 1 146 lb single-leaf springs, 2 inch lowering blocks, Rix Engineering Panhard rod, anti-tramp kit

Brakes
Front: Princess four-pot callipers, 257 mm vented discs. **Rear:** Cosworth 2wd discs and callipers, Sierra handbrake cable. Bias pedal box

Wheels and tyres
Ronal 7x13 inch four-spokes, Yokohama 175/50R13 tyres

Interior
Fiesta RS Turbo Recaros and rear seat trimmed in black leather, flocked dash top, RS dashpod, carbon-wrapped dash panel, Racetech gauges RS four-spoke steering wheel, black carpet black, door cards and headlining, remote central locking

Thanks
Big thanks to my wife Rachel, Tom for the sump — if it’s made of aluminium, he can weld it — and Hide ’N’ Seat Auto Interiors for the lovely job on the seats. This feature is dedicated to Karl’s son, Ryan who died peacefully in hospital just as this issue was being sent to press

COME JOIN THE PARTY!

SUNDAY, MAY 11: SOUTH OF ENGLAND SHOWGROUND, WEST SUSSEX, UK

ENTER THE GREAT UNVEILING!

The Classic Ford Show may be five months away, but when you've got a deadline to finish a fresh classic Ford build, that's no time at all.

With that in mind, we're on the lookout for new projects and rebuilds that will be finished in time for this year's show. The best five will then be revealed one-by-one at a ceremony in front of thousands of enthusiasts at the show. Prior to the unveiling, the cars will be kept under wraps so as not to spoil the surprise, and after the show all will be photographed for exclusive, full features in Classic Ford.

What we're looking for

Classic Fords with a genuine wow factor. So anything from a heavily-modified competition car, a trick custom job, or even a ground-up restoration — we'll consider anything. Standard or modified, built by yourself in a shed or with the help of your mates, it doesn't matter, as long as it will turn heads and can be finished in time for the show.

Crucially though, your car must be fresh from a rebuild or restoration, and not have been seen publicly before. So if you've been documenting the rebuild on social media, a website or in a club mag, please don't apply unless you haven't revealed too much and you're happy to stop publishing the build.

Think you've got something suitable? Then get in touch using the contact details below!

How do I enter?

Reckon you're well on the way to finishing something special? Email photos and details to us at: **classicford.ed@kelsey.co.uk**.

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CLUB DISPLAYS

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The main show takes place on the Sunday, but what could be better than making a weekend of it?

Bring along a tent and pitch it up in the designated campsite right inside the show area — and start the festivities a day early! The campsite will be open from 12 pm on Saturday.

How much? £25

Where from? Book your camping tickets in advance online at: **www.classicfordshow.co.uk**, or just turn up and pay on the day.

HOW TO GET THERE

By Road

The main entrance to the South of England Event Centre is on the B2028 Selsfield Road close to the centre of Ardingly village. For Sat Nav use RH17 6TL. From the M25, exit at junction 7 and follow the M23 towards Brighton. Leave at junction 10 and take the A264 towards East Grinstead. After approximately two miles turn right onto the B2028. After passing through the villages of Turners Hill and Selsfield Common you will arrive at the South Of England Event Centre on your right.

By Rail

The nearest railway station is Haywards Heath which is on the main line between London Victoria and Brighton.

FIND OUT MORE

For show tips, inspiration and a full rundown of what's on, plus discounted entry and club tickets go to **www.classicfordshow.co.uk**

CUSTOM MADE

Words and Photos Jon Cass

With a family history focusing on building custom cars, it's no surprise Liam Vayro lusted after a project of his own. This Pinto-powered 100E fits the bill perfectly.

We're sure many of you will remember the custom car scene of the 1970s — a time when jacked-up rear ends, oversized spoilers and crazy paint schemes were the mods to have. The more extreme the better it would seem and as far removed from OEM as possible.

"My dad, Andrew was into the custom car scene back in the day," Liam tells us, "and I hold especially-fond memories of looking around all the cool builds at the hot rod shows held at Billing Aquadrome when I was young, usually with my brother in tow."

As Liam and his brother, Aaron grew into their teens, stories of their dad's previous projects would be told.

"He'd show us pictures and explain how the projects evolved," Liam recalls, "my dad had some really desirable cars including a Chevette HS, an Escort Twin Cam and various Minis, but it was his custom Ford van that ended up winning many awards at shows." After hearing all this, unsurprisingly, Liam and his brother would follow in their father's footsteps.

"I chose a Mini for my first car which I restored with my dad and brother when I was 15," Liam remembers, "and my plan was to have this car ready for when I passed my driving test." Further Minis followed then Liam made a switch to another model he was familiar with, a Mk1 Escort to be more precise. "Together, we restored this car as well and resprayed the shell in Olympic Blue," he adds. "It turned out well, but I really fancied something different for my next project."

Minis and Escorts had so far ruled the roost in the Vayro household, but another model of old Ford had caught Liam's eye while frequenting the many shows the family attended. "I'd seen a few 100Es and reckoned they had bags of potential," he says, "given a low stance, different wheels and more power they can really look the part."

With his choice of upcoming project settled, Liam went on the hunt for a suitable base. "I spotted an ad for a 100E in

Birmingham," he continues, "I'd been told it had been sat in storage inside a warehouse for quite a while." Unfortunately, Liam and his dad who'd been brought along to help inspect the car soon discovered the warehouse roof had collapsed. "The 100E was sat in water a few feet deep," Liam remembers. "My dad was not best pleased by what we saw, but I managed to persuade him it was worth taking a punt."

Water resistant

Incredibly, the 1960 shell had managed to defend itself from the countless gallons of surrounding water and somehow it had remained rock solid. "The paint was a patchwork of different colours including the factory-applied Primrose Yellow," Liam recalls. "The bonnet seemed to be the only non-original panel on it, though the car came without any interior or glass."

Effectively, Liam had bought himself a blank canvas which he felt was far better than buying someone else's project or paying over the odds for a standard but tidy runner, but it would still require many hours of work.

"The first thing we did was to pull out all the dents caused by the collapsed warehouse roof," Liam remembers. "Once all that was sorted, I began collecting parts such as the running gear, 105E back axle and front suspension legs so the shell would be manoeuvrable." Thoughts then turned to which powerplant to install and with many tried-and-tested options for the 100E, there was no shortage of possibilities. "My dad is very old school and suggested a modified Pinto set-up as he knows them so well," Liam says. "With that decided, we made a start altering the bulkhead and gearbox tunnel to suit the larger engine and a Type 9 five speed gearbox."

Bigger bore

Once a suitable 205-block 2-litre Pinto had been sourced, Liam carried out a full rebuild which includes a rebore to 2.1 litres. He's also added vernier timing gear, →

“I FELT THE STANDARD REAR BUMPER HUNG OUT TOO FAR, SO USED A CHEVETTE FRONT ONE WHICH WORKS A TREAT”

Retrimmed, two-tone grey seats were recovered by a family friend and look great.

a Newman camshaft and a modified head along with a 4-2-1 tubular manifold mated to a Magnaflow exhaust for good measure. “I opted for a bigger Weber carb from a 3-litre Essex V6 so it’s pretty nippy for an old Pinto,” he smiles, “and it sounds quite meaty too!”

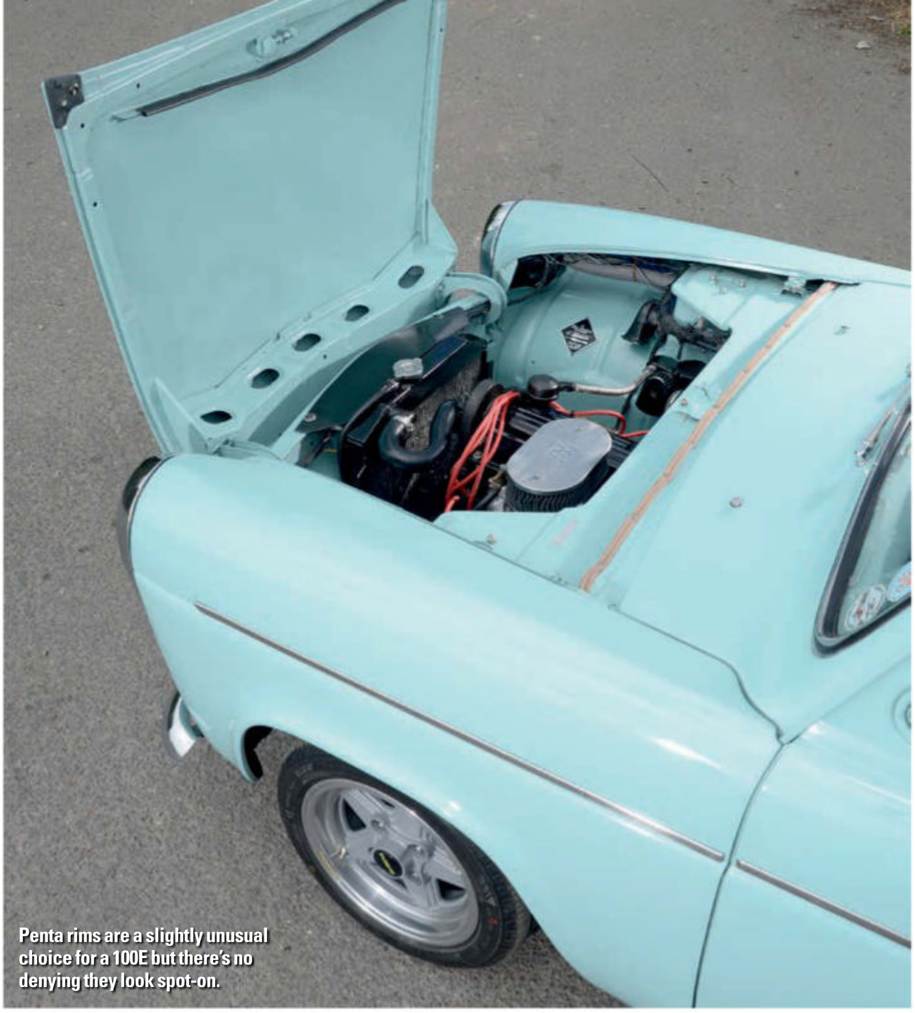
Tricky jobs such as the wiring and upgrading the steering from a steering box to rack-and-pinion weren’t so straightforward, but the Vayro family prefer to tackle every task themselves in their modestly-sized garage. This also included the full respray, which we’re told cost just £150!

“I was tempted to keep the factory Primrose Yellow, but as I’ve always liked Nordic Blue as seen on many Mk2 Escorts, I went for that instead,” Liam smiles. “We managed to carry out all the prep and paintwork at home and it turned out really well.”

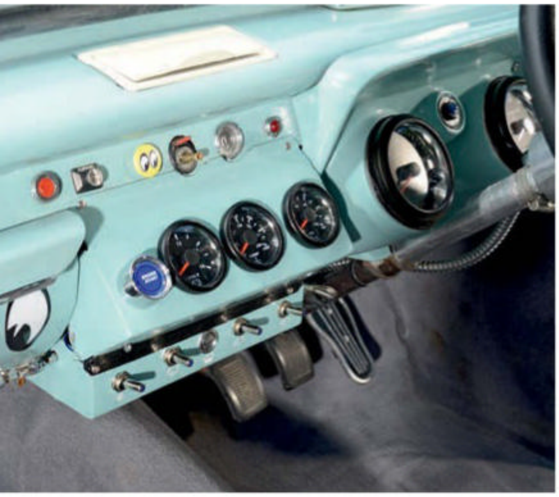
The hardest job of all was yet to come, fitting the glass and trim. “This took a lot of time and was very frustrating,” Liam remembers, “slotting in windows and rubbers seemed to take an age as solid glass panels are so hard to manoeuvre.”

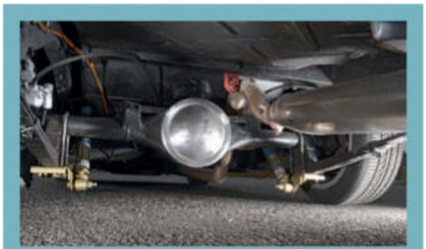
Incidentally, those unusual trick bumpers are Mini split bumpers on the front while the rear originates from the front of a Chevette. “There was a little trial and error involved here as I felt the stock 100E bumper hung out too far,” Liam smiles, “and the Chevette bumper works a treat!”

Pastel blue and light grey is always a winning combo and Liam elected to go with a light shade of grey for the interior. “Retrimming the seats and door cards in vinyl was the only part of the project we didn’t do ourselves,” Liam points out. “This was done by a friend of ours who normally reupholsters pub interiors and wanted to try his hand at cars.” As you’d expect, Liam jumped at the opportunity and is over the moon with the result which utilises the original 100E seat frames. Matched with the chunky steering →



Penta rims are a slightly unusual choice for a 100E but there's no denying they look spot-on.





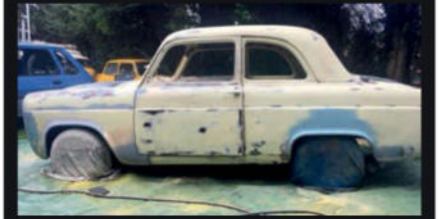
BUILT FOR LOWERING

SORTING THE SUSPENSION

Gaining the optimum stance for his 100E was always a priority as far as Liam was concerned. Slotting in a 105E back axle with LSD and 2 inch lowering blocks and uprated dampers provides a wider track and lower stance while the front end has been treated to Escort struts with Bilstein coil-overs. Meanwhile, old school M16 front callipers and a rear disc conversion provide more than adequate braking to match the improved handling and extra power offered by his lairy 2.1 Pinto. After trying out numerous wheel and tyre combinations Liam opted for this staggered 13 inch Compomotive Penta alloy wheel set-up (left) — 6 inch on the front and 7 at the rear which we reckon suits his stunning 100E perfectly.

THE BUILD

Keen to take on a Pop project with his dad and brother, Liam set out to find a suitable base.



What he turned up was a partially-stripped and flooded-out basket case. Not an ideal start…

Amazingly, the shell turned out to be solid, with minimal work needed apart from removing dents.

With much of the trim and running gear missing, Liam had a blank canvas to create his ideal spec…

…Adding a few custom touches, including a Chevette front bumper tweaked to fit the Pop's rear.

Dry build complete, the shell was then prepped ready for a home respray in Ford Nordic Blue.

“THE STAGGERED-FITMENT PENTA RIMS HELP PROVIDE LIAM’S POP WITH BAGS OF ATTITUDE”

Now Molly Pop the 100E is finished, we’re looking forward to seeing what Liam and family will do next.

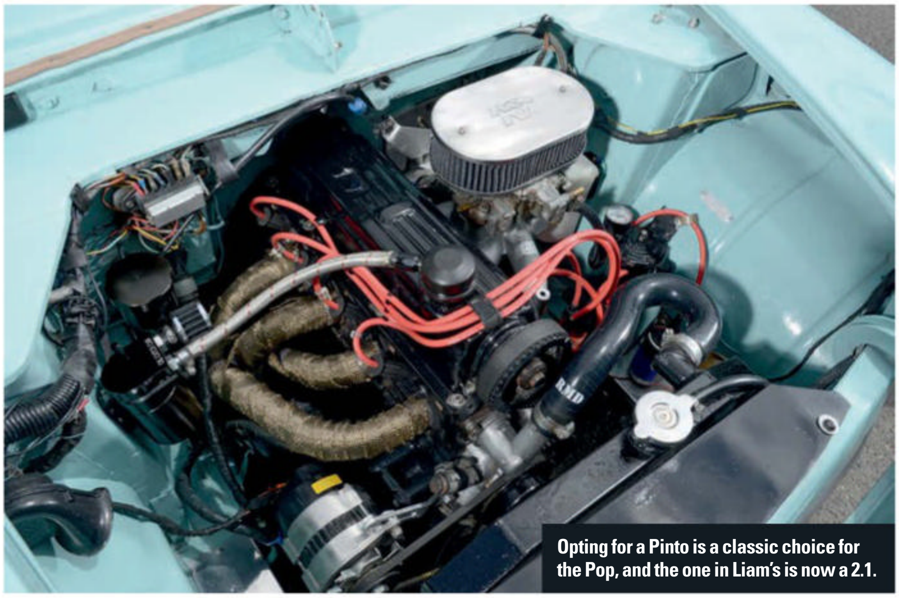
wheel and modified dash incorporating modern GPS gauges, the once spartan 100E cabin is now highly inviting for sure.

The finishing touch was down to wheel choice — Liam opting for staggered-fitment 13 inch Compomotive Penta rims which help provide the 100E with bags of attitude, especially with that lowered stance.

Understandably, Liam is very pleased how well his 100E has turned out, especially as this was an entirely homebuilt project with the exception of the interior retrim.

You may be wondering which car his brother, Aaron chose for a project, and we’re told it’s a 1949 Morris Minor lowlight which has been finished to a similarly high standard, and also benefitting from a few trick mods.

The Vayro family certainly gain a feeling of accomplishment knowing every project they take on provides a classic car with a new lease of life. And as far as this once doomed 100E is concerned, nothing could be further from the truth! CF



Opting for a Pinto is a classic choice for the Pop, and the one in Liam’s is now a 2.1.

Tech Spec

Body
1960 Popular 100E, Chevette front bumper at the rear, Mini quarter bumpers.
Paint: Nordic Blue

Engine
2.1 Pinto, 205 block ,Newman camshaft, modified head with vernier timing pulley, Weber 38DGAS carburettor, 4-2-1 tubular manifold with full stainless Magnaflow exhaust system

Transmission
Type-9 gearbox with quickshift modification, 105E axle with LSD

Suspension
Front: Escort-based Bilstein coil-overs, offset top mounts, rack-and-pinion steering. **Rear:** Gaz Shoccks adjustable dampers, 2 inch lowering blocks,

Brakes
Front: M16 callipers and vented discs.
Rear: Sierra disc conversion

Wheels and tyres
Compomotive Penta wheels 6x13 front and 7x13 rear, Nankang 175/50R13 tyres

Interior
Standard seats retrimmed in vinyl, GPS gauges in modified dash, alloy steering wheel

Thanks
To my dad and brother for all the long nights and hard work, Pete Banhem for knowledge and expertise on the engine, Mark for the retrim, and my partner Ashleigh for putting up the long nights the garage and naming the car Molly Pop

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THE INSIDE JOB

It's the big one, and this year with a 40th birthday to celebrate, the Classic Motor Show pulled out all the stops. Here are the highlights.

Words Simon Woolley **Photos** Adrian Brannan, Simon Woolley

Our own Ford Fair may have the record for being the longest-running one-make car show (38 years and counting), but when it comes to general car events, the Classic Motor Show takes the crown — this year celebrating its 40th birthday, along with the show's headline sponsor, Lancaster Insurance, too.

We weren't at the first one way back in 1984, but it's fair to say we've attended a good few over the years, and one thing that never fails to impress is the sheer scale of the event. This year over 71,000 enthusiasts came through the doors of the NEC across the three days to take a good look at over 3000 cars — and a record-breaking 338 clubs — across seven halls of the NEC.

Naturally the classic Fords were present in big numbers — especially in Hall 8, which tradition now dictates is largely for Blue Ovals only.

There were some big numbers in the auction too, with serial-number prices going for a couple of Cosworths, but this show isn't about the money, it's about sharing and revelling in the enthusiasm for classic cars and it's both the perfect way to see out the 2024 show season and welcome in 2025's. In fact, dates for the 2025 running of the show have already been confirmed as November 7-9. No doubt we'll see you there!

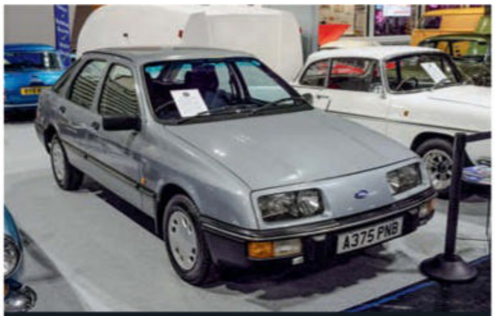
CONTACT

Classic Motor Show
www.necclassicmotorshow.com

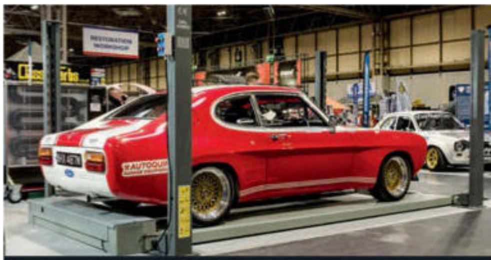
You can always rely on Mansfield and Notts Capri Club to put together a display that stops you in your tracks, and this year's Monopoly theme must have taken a huge amount of effort. Yes, all the street names were Capri-related!

Rally Design
Rally Design
Rally Design

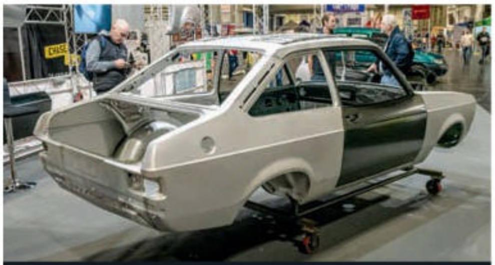
Rally Design were back at the show and armed with a whole host of new goodies for classic Fords, which we'll be revealing over the coming months.



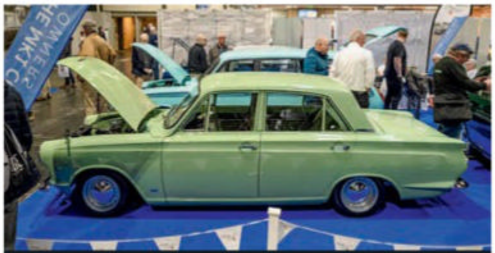
Sierra GLE? What's going on here. Yes, this 1984 Mk1 is a South African import, powered by a 2.3 Cologne and autobox. Still wearing its original paint, the Sierra was on sale with Red 7 Classic Cars for £8950.



Brian Davis' incredible Cologne Capri was a Great Unveiling reveal at the Classic Ford Show back in 2023, but at this year's Classic Motor Show it was doing a great job of helping to sell his family business, Autoquip's workshop equipment, too.

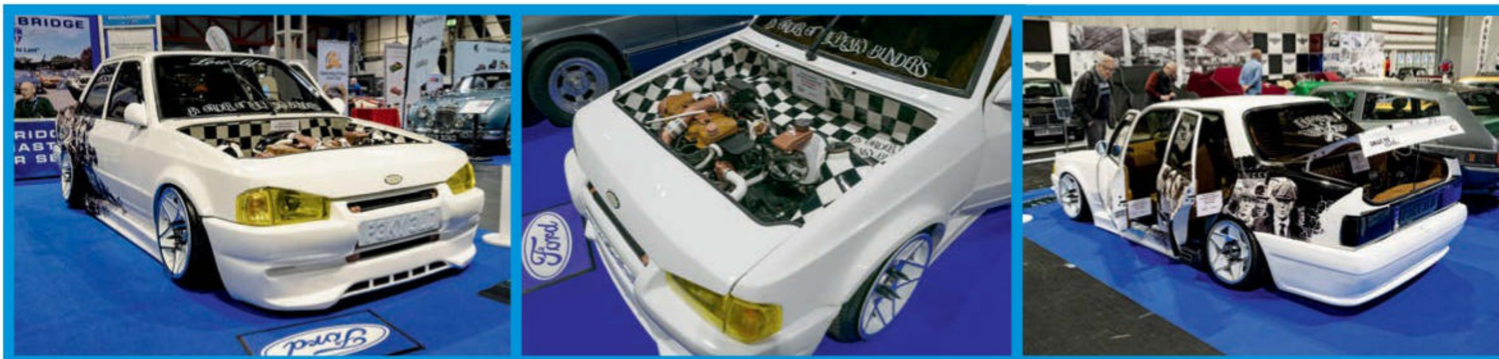


You can rely on Magnum Classic Ford Panels bringing at least one fully-assembled Escort shell to the Classic Motor Show, and this year it was a Mk2 showcasing their huge range of panels.



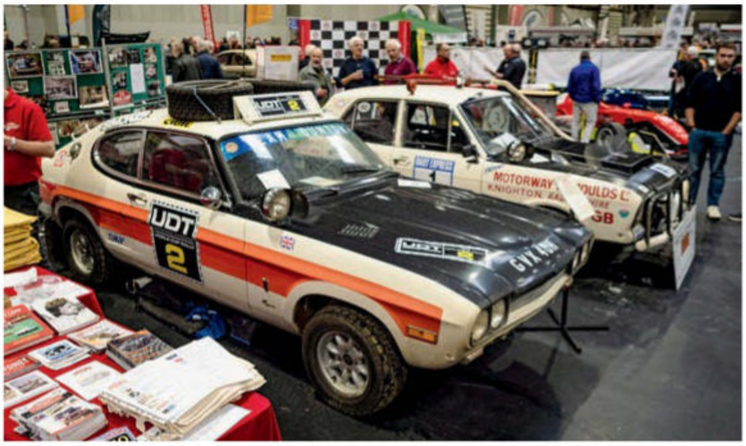
The Mk1 Cortina Owners' Club had some superb Mk1s on show, including Will Wilson's just-finished and subtly-modified 1964 example. Feature coming soon!

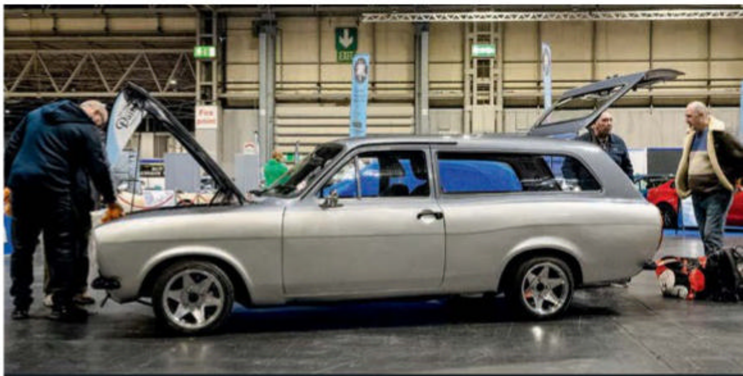
Old Skool Ford's tightly-packed club display was a great mix of cars — and colours!



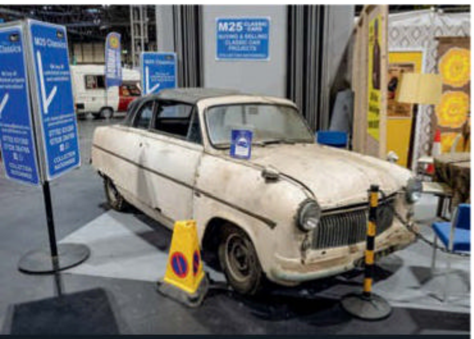
PEAKY MODS

We're not sure what we were more surprised about — seeing this very heavily-modified Orion on show at the Classic Motor Show, or the fact that it was on the Middlebridge Scimitar stand! Either way, we love this Mk2 which was powered by, what else but an RS Turbo motor. The shaved engine bay looked like it had had hundreds of hours spent on it, as too had the custom bodykit and Peaky Blinders graphics!

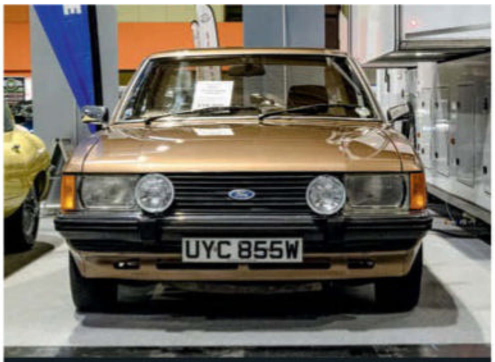




Left: Capri and Cortina are World Cup Rally survivors. Above: custom Escort Estate had some really great touches including the partially deseamed roofline.

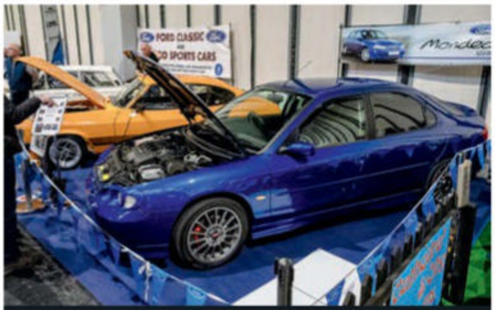


M25 Classics seem to have a knack for unearthing rare and unusual classic Fords and this Mk1 Consul droptop was both!

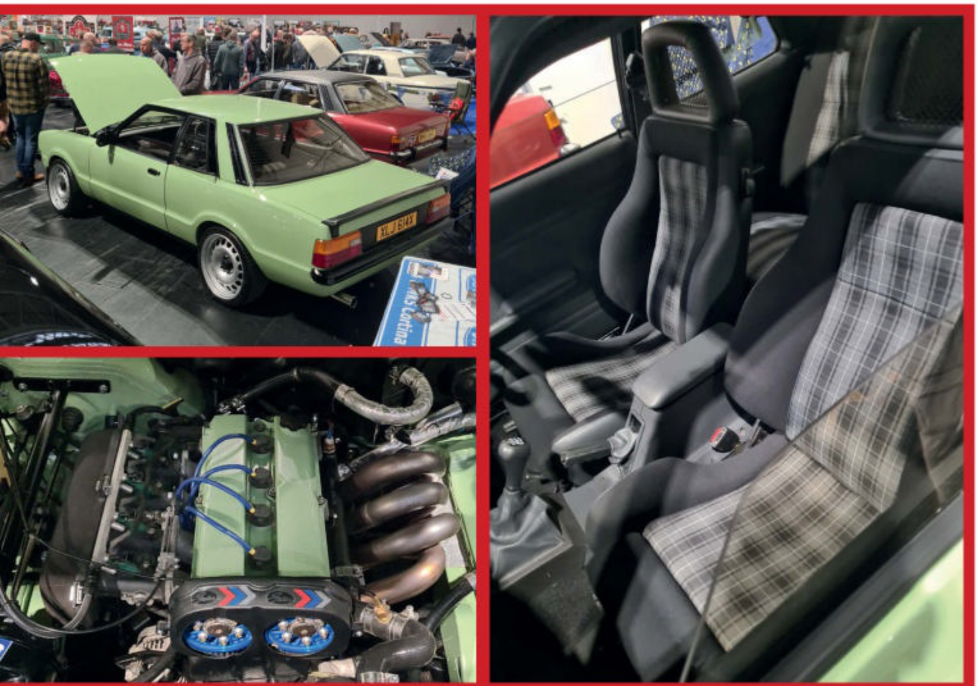


On sale with Cleevewood, this pre-facelift 2.8 GL was in tip-top shape, with a top asking price, too — £15,995.

Burton Power certainly know how to make a splash with an impressive stand flanked by a varied selection of Fords from rally cars to customs that reflects both the scene and their customer base!



The Ford Classic & Retro Sports Cars Facebook group put together a small but perfectly formed stand featuring Howard Law's modern classic Mondeo ST200, Paul Chapman's stunning Capri 3.0S and Perry Rolls' mag-featured ST170 Mk1 Cortina.



GREEN WITH ENVY

There's so much to like about this restomod-style, two-door Mk5 that was proudly being displayed on the Mk4 & Mk5 Cortina Fanatics club stand. Featuring a fishnet Recaro-based period-perfect interior, 2-litre Zetec on throttle bodies and Peugeot steels, it's definitely built for show and go.

THE FORD HALL

Once again Hall 8 was given over to the Blue Ovals and, once again, the space was absolutely rammed — the classic Ford clubs really make an effort to pack the place out with quality classics ranging from post-War sit-up-and-beg Pops through to Racing Pumas.

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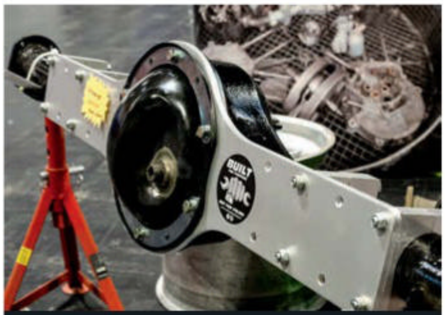
MEGUIAR'S CLUB SHOWCASE

The best of the best from the club scene were invited to battle it out on the Meguiar's Club Showcase with 14 immaculate cars under the expert judges' scrutiny. Though neither was the overall winner, Ian Mills' Cortina 1600E and Karen Simpson-Brown's Mk1 Capri 1600L surely deserved to be — especially as both cars have previously been feature in this magazine!

Adrian Howe and Eddie Newman of the Cortina Mk2 Owners' Club have taken on this pretty-rare Cortina GT in Lagoon Blue. Bought as an unfinished project, they've been working on the Mk2 since 2021 — with progress only slightly hampered by the fact that the pair live 100 miles apart!



MB Engineering were showing off their neat English axle conversions, featuring an Atlas-style brace for strength, and, cleverly, a removable rear cover making oil changes and inspection a lot easier and quicker. They were offering it as a kit or can do the conversion in-house to your casing — find out more at www.mbengineering.uk.

PRIDE OF OWNERSHIP

The Lancaster Insurance Pride of Ownership competition was fiercer than ever, with the public voting for their favourite out of the 20 cars. Richard Stacey's 1967 Mustang (above with Mike Brewer) won the visitors' hearts and minds — its restoration the result of an incredible 3500 hours' work — but there was also a strong showing from serial Capri restorer, Richard Turp and his stunning, Glacier Blue Capri 2.0S, Jim Angliss' well-heavily-reworked Anglia 105E, and Carl Evanson's Mk1 Orion Ghia. Lovely!

If we ever break down in a classic Ford, we want this ex-AA, long wheelbase Mk2 to come to the rescue.

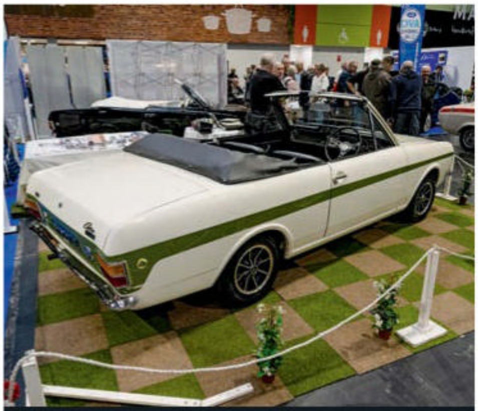
With 1980s Fords on a high at the moment, the XR Owners' Club's stand was busy all weekend — and with an absolutely cracking line-up of cars, too.

Escort Twin Cam was sitting lovely in Jewell Green — one of 12 finished in this colour, apparently.

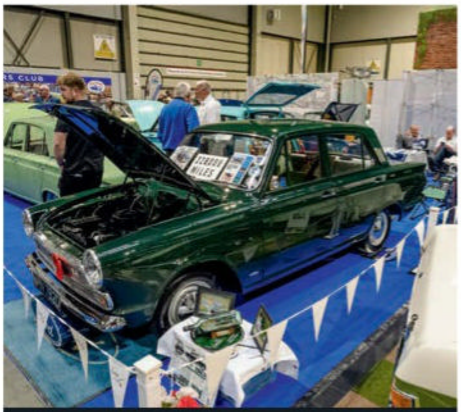
THE AUCTION

As is now tradition, the NEC played host to a packed auction on the Saturday, this year courtesy of Iconic Auctioneers, and with a super impressive 170 classics up for grabs in Hall 2. There was a strong showing of 1980s and 1990s Fords, and while a number of Cosworths were making the headlines, including a super-low-miles Escort going for a whopping £202,000, and a RouseSport 304-R Sapphire, again with very low miles, selling for £84,375, it was the pair of lovely, early Escort XR3s we fell for, though. The 1981 Silver Cloud XR3 was a South African-built car, while the Sunburst Red XR3i hails from 1982, and both examples were in superb, unrestored shape. Bizarrely, both cars failed to sell on the day, but we hope they find new owners soon and will be out at the shows next summer.

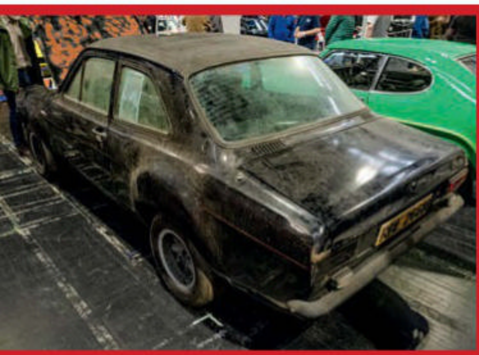
Jim Hinton (right, with Rally Design's Dave Elderfield) was chuffed to have his clubman-spec Mk2 Escort featured on the cover of Rally Design's latest catalogue. It's a great photo too — courtesy of Chicane Photography.

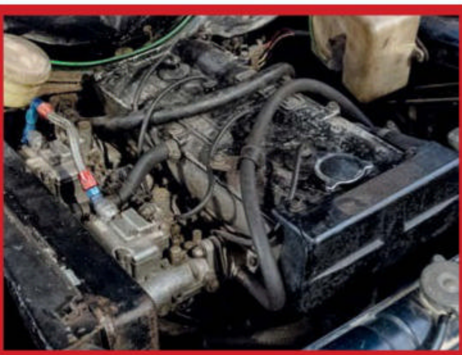


Great to see Graham Orchard's Crayford Lotus Cortina on the Crayford Convertible Car Club stand — one of two the club was proudly showing off. After a rear-end shunt the Mk2 was taken off the road in 2001, and Graham is now coming to the end of a mammoth, 20-year restoration.



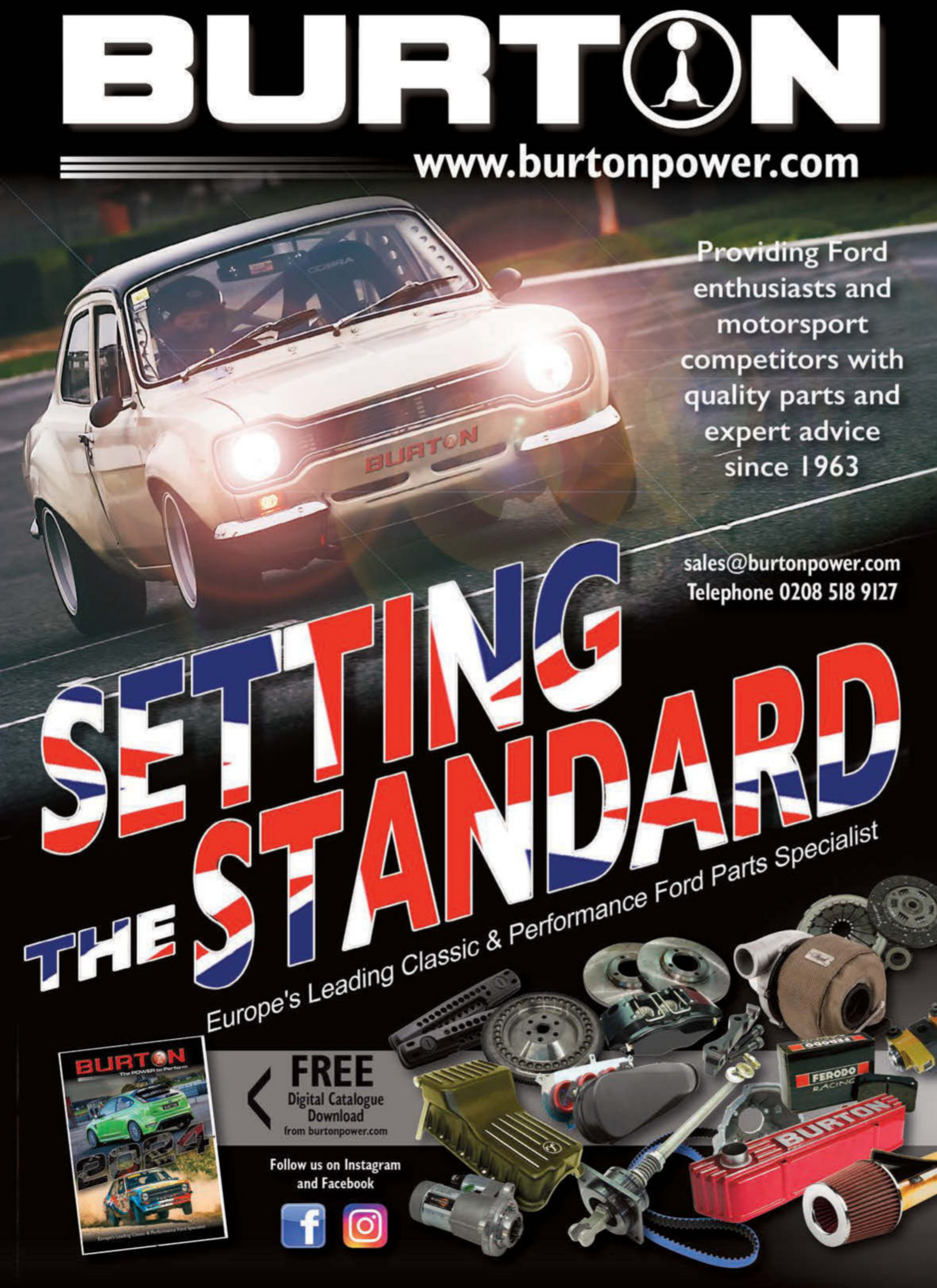
A regular at the Classic Motor Show, it may be a while before you see Jim Scott's mint but mega-miles Cortina Deluxe at the show again as he's hanging up his club stand organiser's hat after many years serving the Mk1 Cortina Owner's Club.





TIMEWARP RS1600

Off the road since 1983, this RS1600 is a real timewarp, and was attracting loads of attention on the AVO Club stand. Ordered by a company director, the 1974 Mk1 was supplied in factory black with the Custom Pack for £1800, but the buyer then spent another £4000 (about £40,000 today!) on upgrades including a Wood & Pickett interior, electric windows, tilt and slide electric sunroof and 7 inch Minilites, while the BDA was gone through too with rally cams and high-comp pistons. The car has been in storage all this time, and we're looking forward to seeing what the current owner does with it.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CORTINA CRUSADER

Ford Heritage: Darren Amos has a long connection with the Cortina which stems right back to his youth, and this stunning and now very rare Mk5 Crusader Estate is a recent impulse purchase he just couldn't resist!

Words and Photos Jon Cass

We're sure most of us have a soft spot for the cars that lived on our driveways during our youth. For Darren Amos, this car happened to be the Mk5 Cortina in the shape of a Midnight Blue 1.6L saloon with tan interior, belonging to his father. "I remember that car when it was just two years old," he smiles, "I was often to be found washing and polishing the exterior and once sat in the passenger seat, I felt so proud witnessing my polishing efforts on the long bonnet that lay in front!"

Even on the rare occasions that bonnet wasn't so shiny, Darren still felt proud his family were able to own a Cortina. "I eventually got to drive that same car after I'd passed my driving test," he smiles.

Undoubtedly, that first Mk5 must have had quite a lasting impact as Darren went on to own another three Cortinas in succession, some of which he kept for years. "The first was an X-reg 1.6L In pale blue which was just six years old at the time," he recalls, "I paid £2000 for that one." A 1982 2-litre Crusader saloon would follow, its life with Darren ending abruptly after six years due to an accident in the snow. "That was a sad day," he remembers, "but I cheered myself up with another 1982 2-litre Mk5, only this one was a GL." The natural progression towards the similarly-styled, but higher-spec Mk2 Granada 2.8 Ghia X executive beckoned, though Darren soon discovered keeping that thirsty V6 happy wasn't doing his bank balance any favours. "Bizarrely, I ended up selling the Granada at a car boot sale," he says, "as I was offered →

a sum I couldn't refuse!" As the years rolled by, Darren stepped away from 1980s Fords for a time, only to make an inevitable return some years later. "I felt I had to reconnect with the old cars I'd grown up with," he smiles, "and before I knew it, I'd bought an Anglia 105E and a 2-litre Capri!" Triumphs began to join the party too, and Darren bought himself a Spitfire, a Toledo and a highly sought after Dolomite Sprint — a worthy rival to the Escort RS2000 back in the day.

Search party

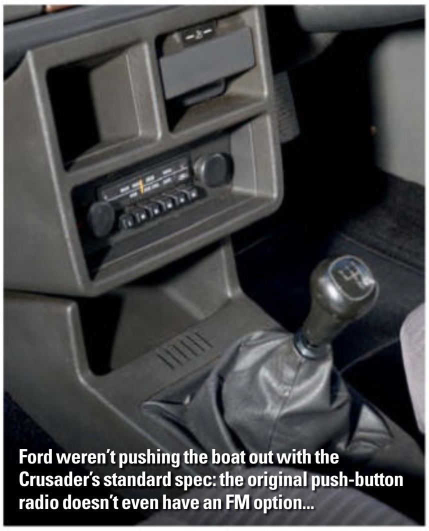
With that newfound passion for classics, predictably Darren would begin trawling through the Cortinas that sat within the classified ads and there was one particular car that caught his eye. "It was a red and silver Crusader estate that appeared to be in an amazing condition," he explains. "I assumed it was probably a 1.6, but once I'd discovered it was a 2-litre, this had my adrenaline pumping and I just had to have this car!" The August 1982-registered estate had only been on the market for 14 minutes when Darren contacted the vendor and a deal over the phone was quickly agreed. "This was another bizarre scenario as I was on holiday with my family in Lanzarote and we'd only just left the beach that day," he laughs. "Suddenly, I'm back in our hotel and I'd just bought a car!"

Once the adrenaline had worn off, Darren went through the familiar 'What have I done?' stage, but fortunately he needn't have worried. "I had to wait until we'd returned from holiday

BLACK TO BLACK

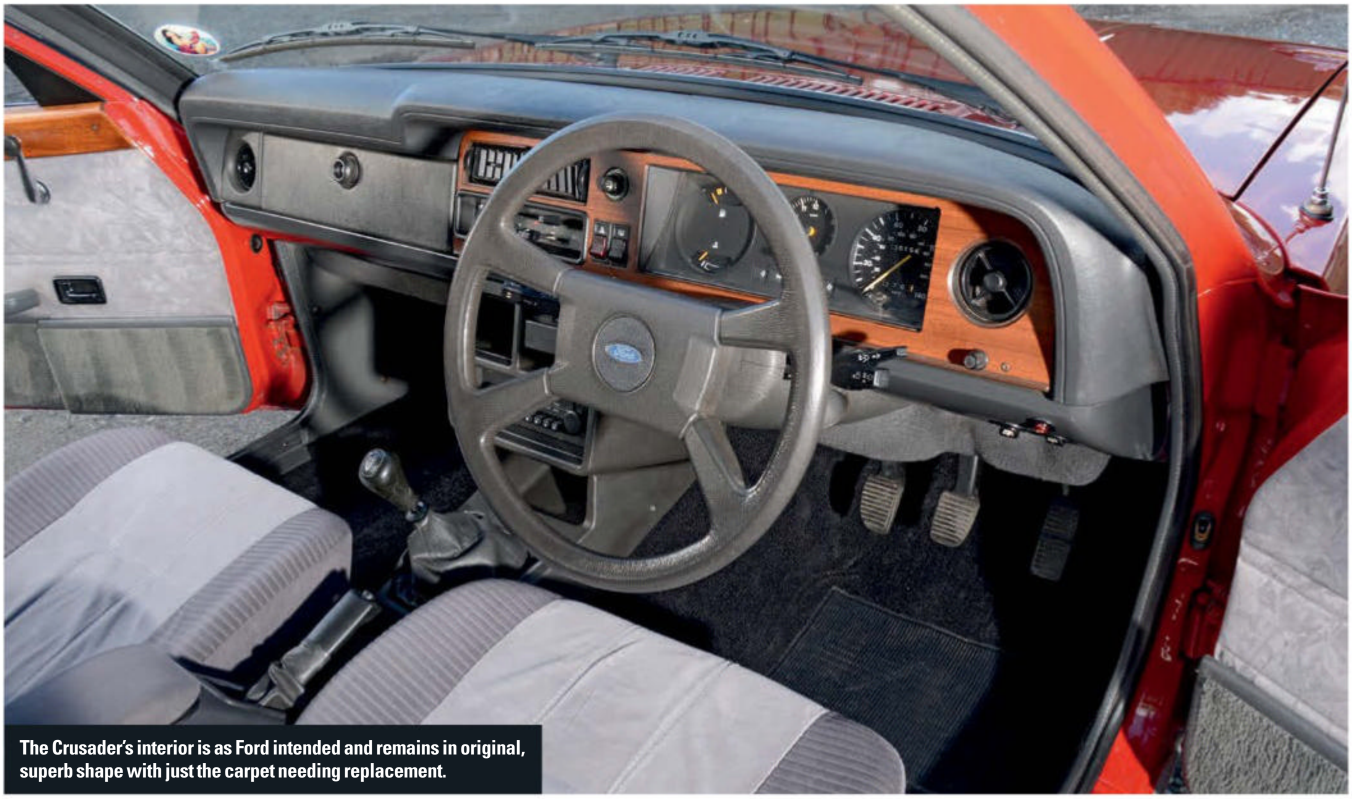
RETURN TO FACTORY SPEC

Darren's Cortina had received a full restoration two decades ago, but having been kept in storage since, you could easily be forgiven for assuming the process had just been completed yesterday! This meant Darren could focus on the finer details instead, more specifically a few dubious mods. "I'm a purist and wasn't keen on the body-coloured Hella grille with integrated square spotlights," he tells us. "Luckily, I managed to track down a standard NOS black grille which suits the styling better." The Mk3 Cortina chrome centre caps were due an imminent departure too, Darren fortunately able to source a full set of the correct NOS black plastic caps. The non-factory extended vinyl roof, black carpet and efficient five-speed gearbox are understandable exceptions to Darren's rule!



Ford weren't pushing the boat out with the Crusader's standard spec: the original push-button radio doesn't even have an FM option...

CORTINA
2.0
CRUSADER



The Crusader's interior is as Ford intended and remains in original, superb shape with just the carpet needing replacement.

BKP 319Y
CORTINA
2.0 CRUSADER

"THEY'D DONE A FANTASTIC JOB — IT APPEARS NO CORNERS HAD BEEN CUT DURING THE REBUILD"

Darren hunted down a set of the correct centre caps to finish of those steels and trim rings.

The load bay is ridiculously clean for an estate!

and drove 200 agonising miles to collect the Cortina," he tells us, "I spotted it parked in a huge garage among many others old cars all undergoing restoration." The remaining transaction went smoothly, and Darren chose to drive the Crusader for the entire lengthy return journey. "The car certainly received a lot of attention that day," he smiles.

Proper job

It turned out the Cortina's flawless condition that had caught Darren's eye was thanks to a previous owner carrying out an intensive full restoration back in 2003. "They'd done a fantastic job as the Venetian Red and silver paintwork looks as though it could have been applied only yesterday," Darren says. "It appears no corners were cut during the rebuild."

The restoration involved a full stripdown with NOS parts including suspension, brakes and ancillaries fitted throughout. "The underside has also been resprayed red to match the exterior and the rustprone box section areas coated in waxoyl for added protection," Darren says. "The 2-litre Pinto engine and four-speed gearbox had been refreshed and repainted too." The blue air filter cover finishes off the spotless engine bay perfectly, though Darren confesses he wasn't so keen on the performance offered by that admittedly clean four-speed 'box. "I was quick to notice the engine sounded rather stressed→

"THE ENGINE SOUNDED STRESSED AT MOTORWAY SPEEDS, SO A FIVE-SPEED 'BOX SWAP WAS A BIG IMPROVEMENT"

at motorway speeds," he continues, "but I managed to source a fully reconditioned five-speed Type-9 gearbox which has been a great improvement for long distance cruising."

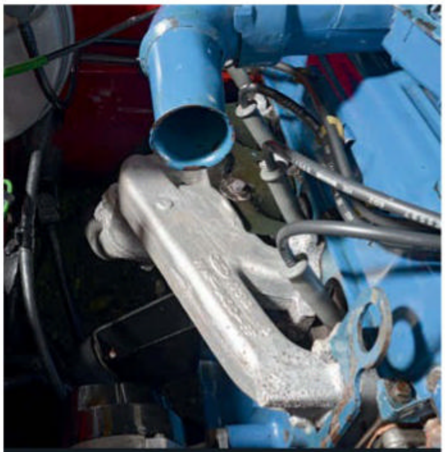
You may have spotted the vinyl roof extends on to the tailgate which isn't quite as Ford intended, but as Darren quite likes this subtle alteration, it's likely to stay.

"There were a few other non-standard alterations carried out during the restoration including a Hella grille and chrome centre caps which I wasn't so keen on," Darren says, "as I much prefer the factory look."

Plush pile

As you'd expect for a car with such a high standard of finish, the plush, period grey cloth interior remains largely original and totally unmarked, and we're told only the carpet required replacement during the restoration. Even the load bay has somehow remained unscathed!

You don't need us to tell you Darren is more than pleased to be sat behind the wheel of a Cortina once again, especially one that's as good as this. Just sometimes impulse purchases do pay off! CF



Darren (top) lucked out when he found out this Crusader was a 2-litre version, and he's improved its drivability further by fitting a five-speed gearbox.

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ALL THE TOYS

With the Southern Hemisphere in full-on show season, we check out All Ford Day Sydney and its varied Blue Oval turnout.

Words and Photos Stephen Roser

The All Ford Day in Sydney once again brought together a broad selection of Fords with anything from the Model T to late-model Mustangs being displayed on the day. The organisers, The Combined Ford Clubs of NSW, were very pleased with the number and diversity of cars that were present. The 60th Anniversary of the Mustang needed to be celebrated and the Mustang Owners' Club of Australia worked hard to ensure they had at least 60 older Pony cars and another 60-plus of the S550 model on show. They easily exceeded their goal.

The Aussie-built Falcons were in abundance and covered most models from their 56 years in production. The Early Falcon Club put together an impressive display while the very desirable GT models of the late 1960s to mid 1970s also attracted plenty of attention throughout the venue.

Locally-assembled Fords were supplemented with a huge range of European and US models. Whether your interest was in the Blue Oval's smaller classic Anglias, Prefects, Cortinas, Escorts and Capris or the much larger American

Supersport and 4x4 Saph Cosworth (above) are real rarities Down Under.

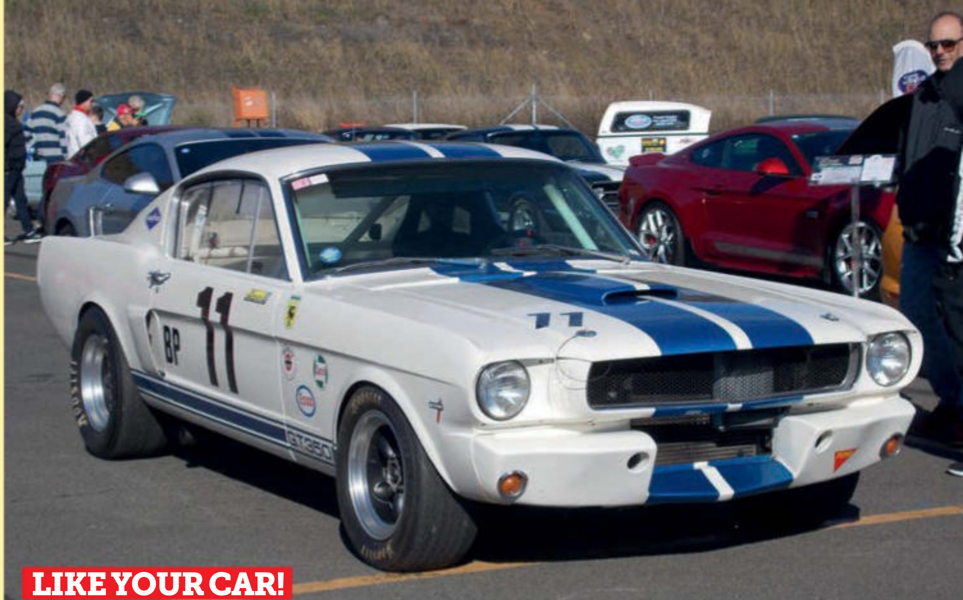
Thunderbirds and Galaxies there was sure to be something there that appealed to all those attending the show.

A good number of De Tomaso Panteras were on display. While these were not built by Ford they featured a 351 CID Ford V8 motor and those sold in the USA were handled by Lincoln Mercury dealers.

Other rarities for Australia to be found included a Fiesta Supersport, Sapphire RS 4x4, a late 1960s Torino Cobra and a beautiful 1960 Starliner, with its sweeping panels sitting atop a Galaxie floorpan. Cars like these provided a strong contrast to the many mainstream Fords that used to be seen all over Australian roads in years gone by. CF

CONTACT

Search 'all ford day sydney' on Facebook



LIKE YOUR CAR!

BRETT SMITH
1965 MUSTANG 2+2

Five years ago Brett Smith bought this nice 1965 Mustang 2+2 in a good solid state. Building it up into a track car with a grunty 347 CID race-spec V8 Brett decided to repaint it and give it a new image. He decided on a period Shelby race car scheme. This pony car now looks brilliant in the classic white with blue stripes scheme and it has been adorned with all the appropriate competition numbers, period sponsors decals and Shelby Terlingua Racing Team logo. Complementing the overall appearance are big Hoosier racing tyres that look so right on the big American Racing wheels, with 7.5x15 inch fronts and 8x15 rears.

Mach 1 helped celebrate 60 years of the Mustang.

Pantera was flying the flag for Ford-powered classics.

Motorsport
RS
Ford
FORD

	DECEMBER											JANUARY			
19	20	21	22	23	24	25	26	27	28	29	30	1	2	3	4	5

JANUARY

Sunday Scramble
January 5
Bicester Heritage, Oxon UK
https://bicesterheritage.co.uk/scramble

Autosport International
January 9-12
NEC Birmingham, UK
www.autosportinternational.com

CF Classic Ford March issue on sale
January 17
https://shop.kelsey.co.uk/classic-ford-magazine

Bremen Classic Motorshow
January 31-February 2
Messe Bremen, Germany
www.classicmotorshow.de/en

FEBRUARY

Small Ford Sunday
February 2
Bundoora Park, Melbourne, Australia
https://rsocvic.com

Retromobile
February 5-9
Paris Expo Porte des Versailles, France
www.retromobile.com

Race Retro
February 21-23
Stoneleigh Park, Warwickshire UK
www.raceretro.com

MARCH

Classic Car & Restoration Show
March 21-23
NEC, Birmingham UK
www.necrestorationshow.com

APRIL

Fordmeet Squires
April 6
Squires cafe near Leeds, UK
www.facebook.com

ClassicFord

Bremen Classic Motorshow
January 31-Februay 2
Photo Adrian Brannan

6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21

Techno Classica Essen
April 9-13
Messe Essen, Essen, Germany
www.techno-classica.de

Goodwood Members' Meeting
April 12-13
Goodwood Motor Circuit, West Sussex UK
www.goodwood.com/motorsport

Wheels Day
April 18
Newbury Showground, Berkshire UK
www.wheelsday.co.uk

Drive It Day
April 27
Various locations across the UK
www.driveitday.co.uk

Sunday Scramble
April 27
Bicester Heritage, Oxon UK
https://bicesterheritage.co.uk/scramble

MAY

Classic Ford Show
May 11
South Of England Event Centre,
West Sussex UK
www.classicfordshow.co.uk

JUNE

Players Classic
June 7-8
Goodwood Circuit, West Sussex, UK
www.players-show.com/players-classic

JULY

Le Mans Classic
July 3-6
La Sarthe, France
www.lemansclassic.com

European Ford Capri Revival
July 4-6
Weiswampach am See,
Luxembourg
www.caprilux.eu

RS Combe 30th Anniversary
July 5
Castle Combe Race Circuit,
Wiltshire UK
www.rscombe.com

MAILBOX

YOUR LETTERS, EMAILS & SOCIAL MEDIA COMMENTS

LETTER OF THE MONTH

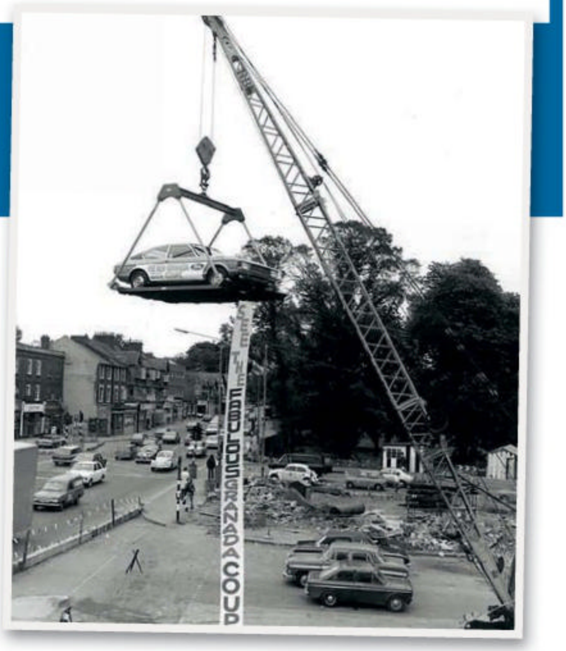
Our favourite letter, email or social media comment each issue wins one of Meguiar's superb Sunlight 3+ Detailer Inspection Lights worth £100! The perfect tool for inspecting your classic Ford's paintwork, this simple-to-use light allows you to identify pre-existing defects, check paint correction work, verify a paint match, or look for the presence of high spots after applying a coating. For details of the complete Meguiar's UK range, give them a call on 0870 2416696 **or visit** www.meguiars.co.uk.

Meguiar's
SUNLIGHT 3+

EASY DOES IT

I previously wrote to you about the Granada Coupé launch, involving the suspended car, at the dealership I worked for (August 2022 issue). Amazingly, a previously-unknown photograph of this event has just appeared (right) on a local Facebook page.

Phillip Winward
UK



Longterm duo

Please can you pass on my thanks to Ade Brannan for the kind words about my Mk4 Cortina that he photographed while at Festival Of The Unexceptional for the November 2024 issue.

My late Mum and Dad took delivery of the Cortina on August 13, 1979 when it was a year old and had covered 11,267 miles. I was nearly 11 years old when Mum and Dad purchased the Cortina, and we became a two car family along with our 1972 FD Victor.

Nearly all of the people I spoke to at Festival Of The Unexceptional were either around my age and their parents had one or they were in their 60s or 70s and they had one when they were still in production/or nearly new.

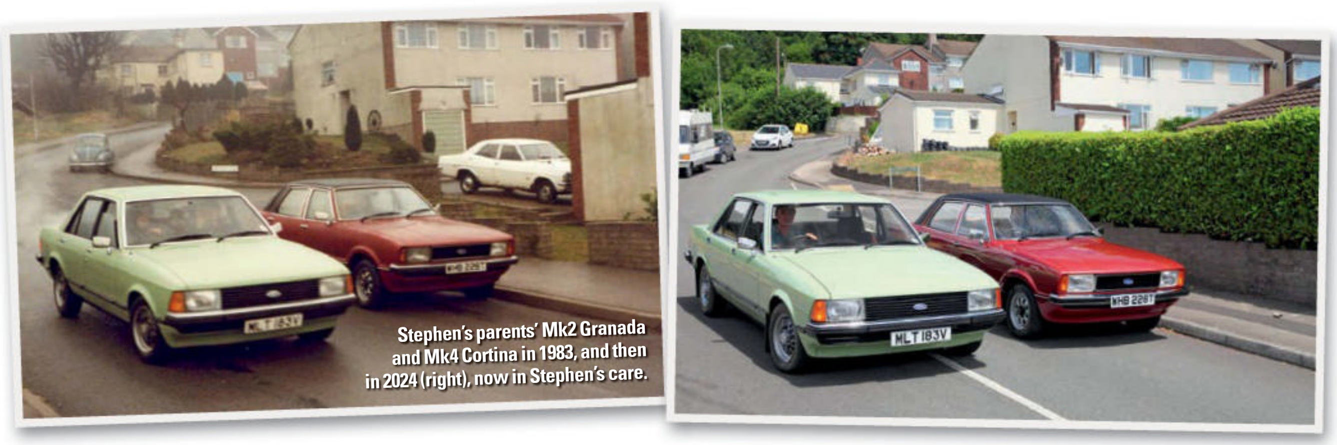
I felt that the judges didn't really give the car much of a look as the underside is just as clean as on top and so I was a bit surprised by Jon Bentley taking a photo of the Cortina.

The Cortina performed superbly, and covered over 400 miles on the day (South Wales to Lincolnshire and back) with ease at the legal maximum all the way there and back home.

I own four other Mk4 Cortinas — a 1979, 22,000-mile 2-litre Ghia in Jupiter Red with a black vinyl roof, a 1979, 36,000-mile 2.3-litre Ghia Auto in Oyster Gold with a Tobacco vinyl roof (under restoration and believed to be ex-Ford) and two 2.0Ss also undergoing restoration, these being a 1977 in Jupiter Red with a black vinyl roof with Cadiz Trim and a 1979 in Diamond White with Chevron trim.

Like Ade, I am a big fan of the pre-facelift Mk2 Granada and I also own my Mum and Dad's 1980 Highland Green Granada 2.3L auto that they purchased in February 1983, which I took over in 1992. Corgi produced a model of my Granada and it also featured in Ford's advertising of 20 years as the Nation's Favourite at Dagenham in 1997.

Stephen Ransome
UK


Stephen's parents' Mk2 Granada and Mk4 Cortina in 1983, and then in 2024 (right), now in Stephen's care.

Cornered Granada

Reading your Mk3 Granada buying guide in the January issue reminded me of when I was working as a salesman at Bristol Street Motors in 1985, and Brands Hatch race track was hired for our exclusive Granada Launch.

All the big-wigs were there with a race commentator doing the PA. There was only one twentysomething year-old salesman that managed to beach one of the cars in the gravel trap at Clearways Corner. The session had to be stopped to drag me out.

As the commentator boomed out over the PA, 'Sorry about this — there's always one!'.

Steve Wales
UK

Twin Cam correction

I enjoyed reading the December 2024 issue of Classic Ford, especially the feature on Pre-Crossflow engines. I believe an oversight may have crept in on page 92, however. I am not an expert however, I believe the 681F block was used in the earlier Escort Twin Cam as well as the Mk2 Cortina. The twin-cam blocks would have had the L (for Lotus) cast in. They also had the earlier rocker covers with Lotus on both sides, as opposed to the later rocker covers with Lotus cast on the front.

Eric Stoffel
Switzerland

2000Es are good

I enjoyed your guide to 2000E gearboxes in the October issue. I bolted a few 3-litre V6 Essex engines to 2000E 'boxes in Cortinas back in the 1970s, and diff would let go before a box, in my experience. Just dumping the clutch would no doubt do damage eventually, but roll it first and they were great!

George Galyer
UK

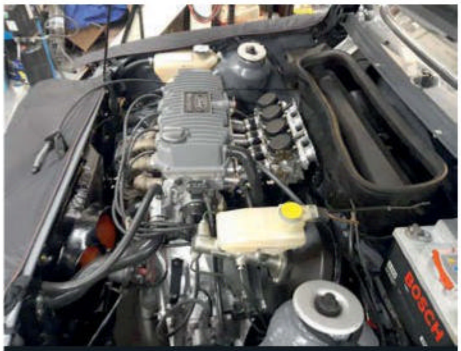
CF TECH
Know this
2000E GEARBOXES

YOUR PHOTOS

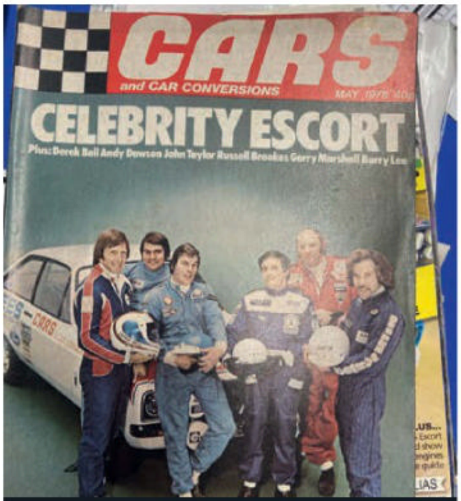
Cars, roadtrips, shows, tattoos... share your images right here.

Email hi-res images to classicford.ed@kelsey.co.uk or post them up on our Facebook page.

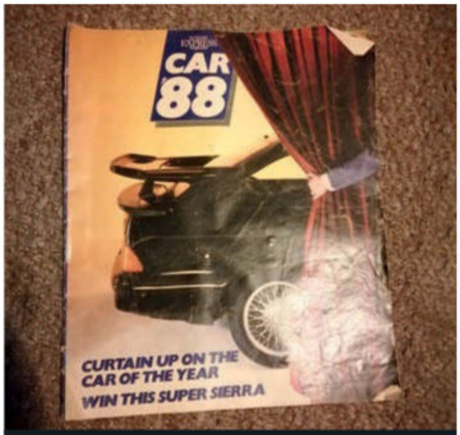
Paulo Soares: classic Fords in Portugal.



Simon Nunns: the engine bay of my Mk3 Escort Estate.


CARS
and CAR CONVERSIONS
MAY 1976 40p
CELEBRITY ESCORT
Plus: Derek Bell Andy Dawson John Taylor Russell Brookes Gerry Marshall Barry Lee

Dave Cook: came across this — what a great cover!


CAR 88
CURTAIN UP ON THE CAR OF THE YEAR
WIN THIS SUPER SIERRA

James Curtis: so who won the super Sierra back in 1988?

WILSON MOTORSPORT
57
Ford

James W Wilson: a little thunder from Down Under — 1957 100e Anglia powered by a Suzuki Hayabusa engine.

Benny Scheel: achieved another goal on our Escort RS.

Zane Staffen: Recent visit from a good friend of ours, Kenny Bosch in his September 1964 Lotus Cortina, which we restored for him five years ago here in South Africa.

YOUR CARS

THE BEST OF WHAT'S DROPPED IN OUR INBOX THIS MONTH

Show us yours!
Email hi-res photos and details of your pride and joy or project to **classicford.ed@kelsey.co.uk**, or write to us at the address on page 6.

Paul's three-door now looks superb back in its original Moonstone Blue and wearing Comps.

Paul Holt

From: UK
Car: Mk1 Sierra

We last saw Paul's Sierra RS Cosworth back in 2011 as a recently-purchased, non-running project complete with a freshly-rebuilt YB. "It had been sold by the previous owner as the engine wouldn't start," Paul explains, "but after hours of head scratching, we managed to pinpoint the issue down to a single, misplaced wire." After many sighs of relief, Paul could now get to grips adding a few of his own touches which include a T38 turbo, Link ECU, 550cc injectors and a coil pack in each plug resulting in 360 bhp. Further upgrades such as AP Racing brakes, Gaz Shocks coil-overs and Compomotive 17 inch rims ensure the 1987 Sierra handles as well as it goes, while a recent respray from white to the car's original Moonstone Blue completes yet another blue oval transformation from the Holt household.

The YB is back up and running — and pushing out 360 bhp.

Glenn Butler

From: UK
Cars: Mk3 Capri, Mk4 Escort, Mk1 Focus

"It was 1964, the year my dad bought his first new Ford, a Cortina 1500 Deluxe Estate, BNJ 530B. He picked me up from school, we drove to our local Ford garage, Dixon's of Lewes and after the paperwork was completed he swapped his 1950s Thames van for this amazing-looking car. Even now, 60 years later, I think I can remember that new-car smell. I suppose this was the very moment the Ford brand would play a significant role in my life, they just seemed to be ahead of all the other makers with, up to date styling and for dad, drivability — he loved that car.

"Fast forward to 2022 and I made a list of all the Fords my family has owned, some 40 plus have gone through our hands! Today, I own four of what are termed as Modern Classics — my mum's old Capri 280 automatic, a Series 2 Escort RS Turbo and two Series 1 Focuses — a 2-litre Ghia auto estate and an RS — both fast becoming rarer and rarer.

Performance Ford trio are part of Glenn's impressive Blue Oval collection.

The Capri 280 automatic

"My mum was ready to change her 1979 Capri 3-litre Ghia and I had read that Ford were making a special-edition 280 as a runout model, as they often did. I enquired at our local Ford dealer, Ruggs of Lewes and asked if we could have an automatic. I knew then, the answer would be no and indeed it was. Three months later I got a call from Ted Bradbury, the Sales Manager, 'Does your mum still want a Capri? Two other people have also asked for one, so Ford are prepared to offer you one'. I understand the cars came off the line then were transported to Transtech Auto and converted with new Granada Scorpio four-speed automatic 'boxes.

"With help I restored this one 24 years ago and has only had very minor work since, including the heads being ported, with hardened valve seats for unleaded fuel and general age-related replacement parts.

The Escort RS Turbo

"This is a fine example with cups and magazine articles to its name. It's not far off a new car in overall condition. It has had a number of owners over the years, but to their credit, each one has kept her very well. The history file is very impressive!

The Mk1 Focus RS

"I started to read the articles in What Car and Autocar about this new RS — the first since the Escort Cosworth and I was smitten, I had to have one. I quickly sold my Mini Cooper S Sport 500, and put my finances in. My first example was one of the first batch to arrive in the UK, my second won three cups at Ford Fair, and she's still well loved and in fine form. The example here is my third one with two previous owners and just 11,750 miles.

The 2-litre Ghia Estate

"Worth saving? Definitely. These are lovely cars to own and drive, and this one was ordered for us and imported from Guernsey. It's done 26,700 miles and is virtually as-new as the car is slowly under-going a rolling restoration — the paintwork now flawless, and the underside cleaned. There can't be many left in one-family-ownership-from-new. The original wheels have been replaced with 17 inch Ford softlines, but the car's original 16s have been restored and can be put on with new normal springs — it's slightly lowered on Eibachs — if I ever want to put it back to factory spec.

"In 2022, the Capri and the Escort won two trophies from my club, the Sussex Branch of the RS Owners' Club. And that's my small collection and why they are all Fords."

Estate looks great on softlines.

Super-clean Series 2 is a regular trophy winner.

NEXT ISSUE

COMING UP IN THE MARCH 2025 EDITION OF CLASSIC FORD

Next month

See all this and so much more in your **March** issue of the world's biggest and best-selling Ford magazine!

PAY LESS
AND NEVER MISS AN ISSUE!
SEE PAGE 20

5 ...NTS ...IDE page 24
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How to repalce this super-important section on a Ford
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Classic Ford

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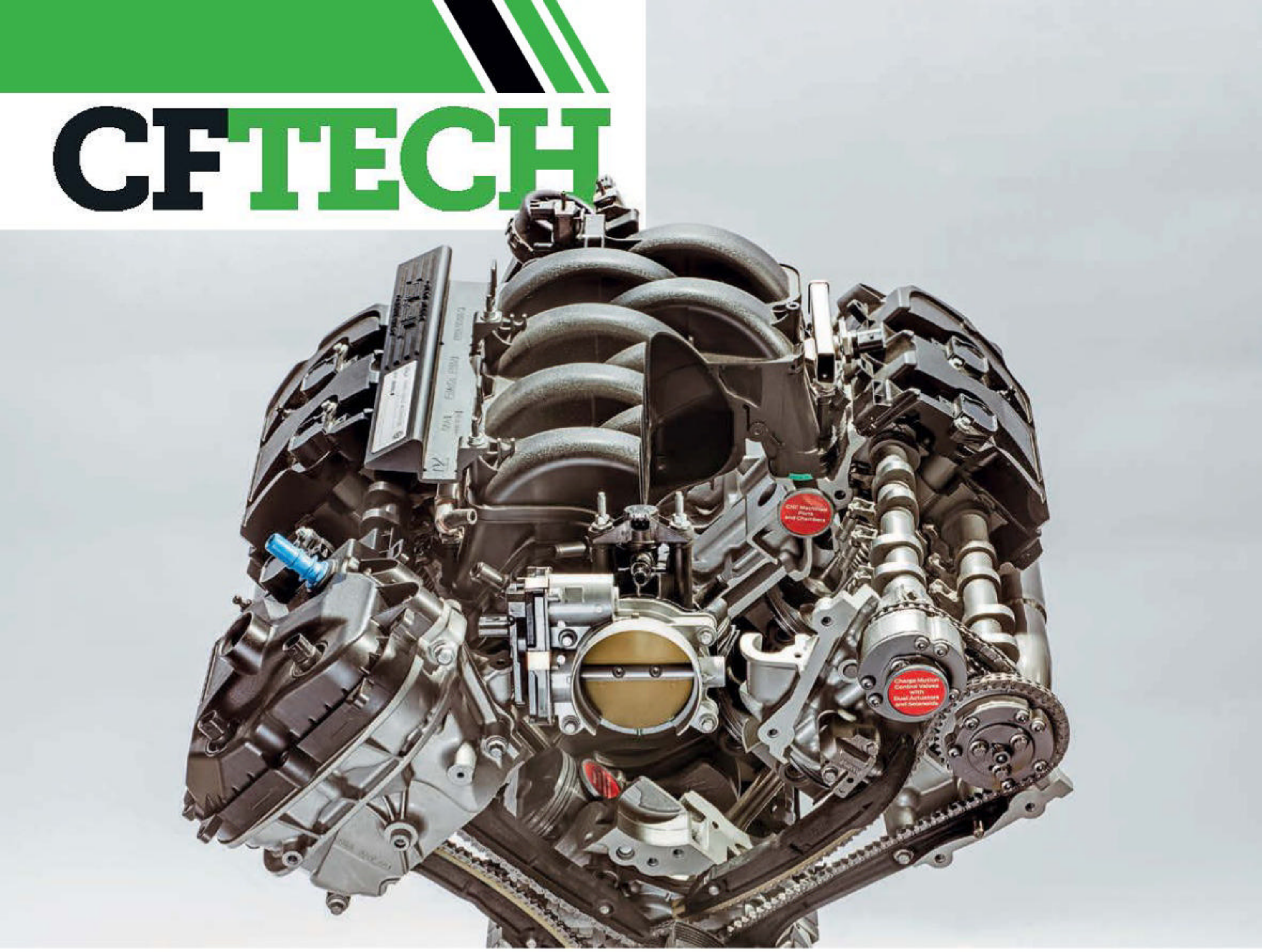
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Gavin reminisces about past projects

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Problem with your Ford? We can help

SAFE TECH

When working on cars and using tools of any kind — especially power tools — always use protective gear: goggles, gloves, ear defenders, masks and a decent set of overalls are essential. A fire extinguisher is also advisable.

Never work under a car without supporting it with axle stands and if you're not completely confident of your ability to complete any task safely, leave it to the experts.

The A B C of tuning

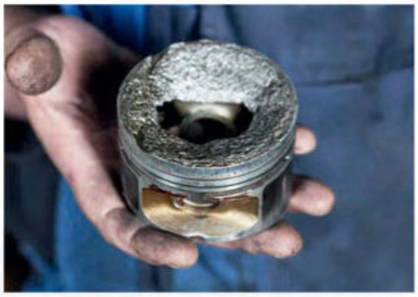
K is for... Knocking

Knocking is a noise you don't want to hear from any engine. It indicates the motor's at risk of destruction. It is caused by a violent increase in pressure after normal ignition. This occurs when uncontrolled ignition takes place, instead of the normal, progressive burning of the air/fuel mixture. The noise (resonations within the chambers) is accompanied by power loss and overheating and piston meltdown in extreme cases.

Notable causes of knocking include a compression ratio (CR), which is too high for the fuel to cope with, or ignition timing which is too far advanced. High temperatures and excessive deposits within the combustion chambers make matters worse.

A tendency to knock can be reduced by the use of higher octane fuel or octane-boosting products can be obtained for adding to your fuel.

If using a higher than standard CR, the engine may knock with the timing factory set, so retarding the ignition may eliminate the knocking, but power output may suffer to the extent that it outweighs the benefits gained by increasing the CR.



High engine temperature can also increase knocking, as can increased load on the vehicle and high outside air temperatures. It is less likely at higher engine speeds — where there is less time for the unwanted pressure rises to occur — than at low revs.

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Motorcraft

Know this
COYOTE V8

Ford designed the Coyote V8 to take on Chevroltet's now-infamous LS series of engines… and boy, does it ever.

Words Ben Birch **Photos** Classic Ford archive

The horsepower slugfest between Chevy, Mopar and Ford is the stuff of legend. The three have been taking lumps out of each other on the track and the street since the 1960s, with their ever more powerful range-topping V8s.

Ford's magic trick though, has always been the production of highly-tuneable and affordable engines in — by American standards — a compact, small-capacity package. From the flatheads tweaked by bootleggers running Moonshine in the 1930s, to the classic Windsor small blocks, the result was the same – V8s which punched well above their cubic inches.

In the 1990s, senior Ford engineer Jim Clarke came up with the Modular V8 – a range of V8 powerplants which could be rapidly produced to suit car or truck applications, via quick tooling changes in the same factory and on the same production line (hence the name). The Modular V8 has powered all Mustangs since 1996, and today we take a look at the current phase of that engine's evolution… the Coyote.

More specifically, we're going to focus on the 2015-onwards versions of the Coyote for this feature, given these are the versions officially sold in the UK. However, the same mods will yield very similar results on any Coyote engine.

Spec

2011-2012

Cast iron block, 4951cc, 92.2 mm bore, 92.7 mm stroke, 11:1 compression, 32 valves, DOHC, port fuel injection. 412 bhp at 6500 rpm, 390 lb.ft at 4250 rpm

2012-2014

Aluminium block with iron-sleeved cylinders, 4951cc, 92.2 mm bore, 92.7mm stroke, 11:1 compression, 32 valves, DOHC, port fuel injection. 420 bhp at 6500 rpm, 390 lb.ft at 4250 rpm

2015-2017

Aluminium block with iron-sleeved cylinders, 4951cc, 92.2 mm bore, 92.7 mm stroke, 11:1 compression, 32 valves, DOHC, port fuel injection. 435 bhp at 6500 rpm, 400 lb.ft at 4250 rpm

2018-2023

Aluminium block with plasma sprayed cylinders, 5035cc, 93 mm bore, 92.7 mm stroke, 12:1 compression, 32 valves, DOHC, port and direct fuel injection. 460 bhp at 7000 rpm, 420 lb.ft at 4600 rpm

POWERED BY FORD

Know your Coyotes

The first Coyote engine came out in 2011, and was manufactured in the Ontario factory specifically to power the new Mustang GT. Chevy's 6.2-litre LS3 had helped sell a ton of high performance Camaros, Challengers and Chargers, as well as kicking off a lucrative aftermarket revenue stream for the brand. If Ford wanted to keep up, they had to step up their game.

A 5-litre capacity enabled Ford to use their Modular tooling methodology on the Coyote and keep the production costs down, but a lot of time was spent webbing the block for increased strength, as well as designing a very high flowing intake manifold. Coupled with trick new variable cam timing (independent variable timing for each cam), the engine not only kicked out a healthy 412 bhp but was also tractable, economical and good on emissions. Ford was back in the ring, and punching hard!

With the 2013 Mustang GT, the Coyote got a big upgrade – an aluminium block. Lighter weight meant better handling, and motoring journalists have waxed lyrical at the Mustang's ability to run rings around its competitors through the corners.

The UK and Europe's first taste of the Coyote was in 2015, when the new sixth generation (S550 chassis) became the first Mustang in over 50 years to be sold officially this side of the Atlantic. Some buyers opted for the 2.3-litre EcoBoost model, but most were ordered in good old fashioned, V8-powered, manual gearbox spec.

In 2018, the engine was updated even further (known as Gen 3). Ford switched from traditional iron-sleeved blocks, to spraying a coating on the cylinder walls (known as plasma wire arc transfer). This saved even more weight, and also increased the bore diameter to give a higher overall engine capacity. New cams, enlarged inlet and exhaust valves, a higher compression ratio, a revised inlet manifold, and an additional high-pressure direct fuel injection system, resulted in a bonkers 7500 rpm redline and 460 bhp on tap.

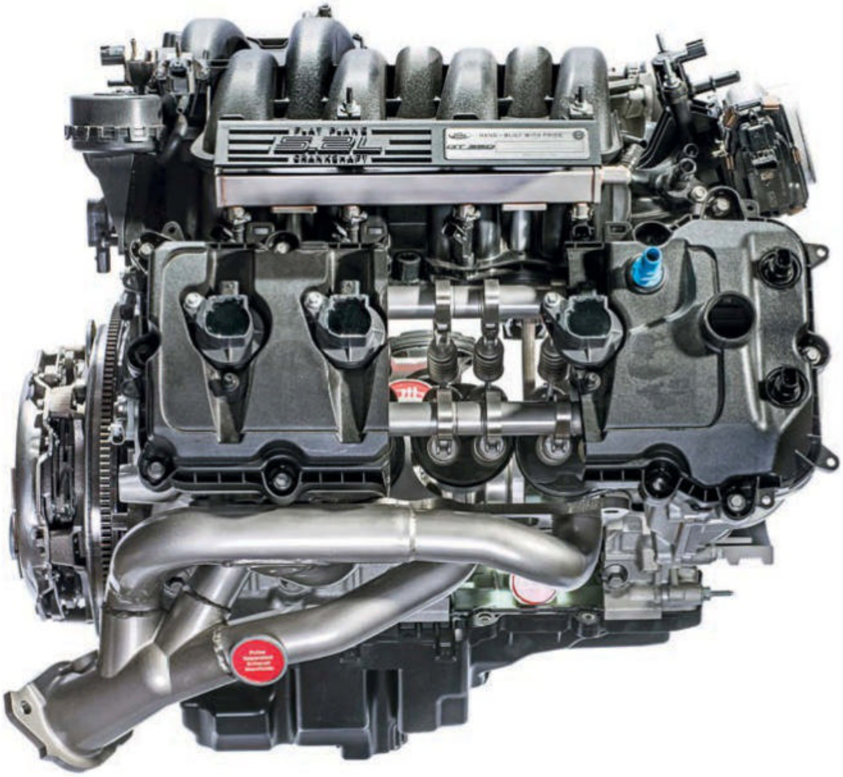
POWERED BY FORD

Since its inception, the Coyote has powered every Mustang to date other than the Shelby GT500, and has also powered F-150 trucks, and Falcons down under. Some special edition Mustangs have also received highly tweaked versions that will make your hair stand on end…

Coyote special editions

Road Runner

A higher performance variant of the Coyote, dubbed Road Runner internally by Ford, was produced for the 2012 Boss 302 edition (America). The whole point of this engine and the Boss 302 driving experience was revs, which means lots of lightening and balancing. The stock Coyote received CNC ported heads, a higher lift exhaust camshaft, lightened valvetrain components such as sodium filled exhaust valves, strong but light metal con-rods and forged pistons. Shorter intake runners improved high-rpm power, up to 444 bhp and a heady 7500 rpm redline! Torque however, dropped by 10 lb.ft and the engine was eventually outgunned in all areas by the stock 2018 Coyote anyway!



The Voodoo

For the modern-day Shelby GT350, things went stratospheric with a specially built Coyote derivative (above) reminiscent of Porsche's GT3 special Mezger engines. Bore and stroke are both up from the Coyote at 94mm and 93mm respectively, giving a 5163cc capacity. Compression is up to 12:1, but a key difference is the flat-plane crankshaft (left). A flat-plane crank is lighter and can generate more revs, as well as being more efficient at scavenging exhaust gasses from the cylinders so enables the engine to breathe better. The end result is an incredible 526 bhp at 7500 rpm and 429 lb.ft at 4750 rpm, with a rev limit of 8250 rpm!

The Aluminator

As we'll talk about in the Transplants section on page 80 of this feature, Ford Performance sells crate engines to the public. The Aluminator is one such crate engine, and utilises the 5.2-litre cylinder block from the Shelby GT350 with the same 12:1 compression ratio. The Aluminator is differentiated from the Voodoo engine by a Cobra Jet intake manifold and throttle body, CNC ported cylinder heads, and a more conventional cross-plane crank. The engine makes 580 bhp at 7800 rpm and 445 lb.ft at 4500 rpm… what a beast!

The Predator

The ultimate variant of the Coyote engine, unlike the GT350 it uses a cross-plane crank, and has strengthened block and heads with longer bolts to handle the supercharger boost pressure. Reckon on 760 bhp and 625 lb.ft.

Tuning

Naturally-aspirated

Decent gains can be made tuning the old-school way with purely bolt-on naturally-aspirated parts, but when you start tinkering inside the Coyote, the value for money of NA tuning compared to what's on offer from going the forced induction route gets harder to justify. Of course, you can buy many parts from the Ford Performance Parts catalogue to build a Voodoo or Aluminator-style engine, but you'd be better off just buying the crate engine pre-assembled and selling your original engine to make some money back.

For most sane people, breathing mods are more than sufficient. A performance intake, cat-back exhaust and remap would see you at around 490 bhp for circa £2000. Compliment those with a 2018 inlet manifold and performance headers, and you're over 500 bhp. More than enough to have some fun!

Turbocharging

Fully complete turbo kits are also available for the Coyote range of engines, and include everything you need to completely melt your tyres at will! Kits are almost exclusively of the twin turbo variety, which can be mounted very discretely in the engine bay for that 'sleeper' look. As turbos are driven by exhaust gasses rather than a belt-driven supercharger, they can be more easily tuned to give higher or lower boost at any given revs, which can be useful for dialling-in your desired power delivery to aid traction, for example. On a standard Coyote engine, there's nothing between the supercharger kits and turbo kits, in terms of price (£6000+), and indeed power (700-800 bhp range). However, turbochargers offer almost limitless power when you start taking the engine apart and fitting stronger internals. 1500 bhp isn't actually all that difficult with a built engine, bigger turbos and some fuelling upgrades — a firm in America called MMR currently produces a Coyote turbo thumping out a quite ridiculous 2138 bhp!

Supercharging

Two main supercharger configurations are available to the discerning Mustang power junkie… twin screw, or centrifugal. In both cases, comprehensive bolt-in kits are available and include pipework, intercooler and ECU tunes – open the box, bolt it all on and you're away! Centrifugal kits from the likes of Procharger and Vortech are more aftermarket, whereas most OEMs tend to go for the twin-screw design and there are lots of twin screw options out there from Roush, Edelbrock, Whipple and even Ford. Choice is down to personal preference, and cost – the centrifugal kits tend to be a bit cheaper and tend not to be as aggressive lower down in the rev range. Twin-screw kits give more instant throttle response (which could be good or bad, depending on what you use the car for), offer a bit more tunability and are usually a bit more expensive too. Both give truly epic gains - on a completely standard engine, 700 bhp is easily achievable, and with uprated oil pump gears and cam sprockets, you can up the boost alongside some bigger injectors and have 850 bhp under your right foot! Kits can run from £6000 to £7500.

Transplants

If you are thinking of retro-fitting one of Ford's finest V8s under the bonnet of your classic Ford, here's what you need to consider:

Engine

There are lots of companies in America selling crate Coyote engines – these are engines all built up and ready to go, although some don't come with alternators and pulleys so make sure you factor that in to your parts list and budget. Various engine specs are available from Ford Performance Parts, Roush, Edelbrock, and various smaller independents – budget on around £7000 for a basic 460bhp Gen 3 package, and anything up to £22,000 for a 785 bhp supercharged set up with everything included.

Electronics

Most people use the Ford Performance Control Pack system, which includes harness, PCM, drive-by-wire throttle pedal, oxygen sensors and fuse box. Connect six wires to the engine, hook up to the battery, and off you go!

Fuelling

Your old carburetted fuel system isn't going to cut it for the EFi Coyote. You can either use the existing tank and hook it up to a lift pump, then a fuel swirl pot to prevent surge, and finally a big high pressure pump to the engine. Or you can buy some pretty beautiful tanks from the likes of Aeromotive with everything built in for a clean, stealth look.

Radiator

C&R Racing offers a radiator and electric fan kit for Coyote swaps into classic Mustangs – or you can get one of the many excellent UK-based radiator fabricators to build one specifically for your application.

Throttle pedal

You will need a custom mount fabricated for the drive-by-wire throttle pedal mentioned earlier.

Exhaust manifolds

The standard Coyote manifolds tend to interfere with the chassis and steering. Manifolds are available from the USA, especially for the Coyote swap into various ages of Mustangs such as the Dougs Headers or Stang-Alohics offerings.

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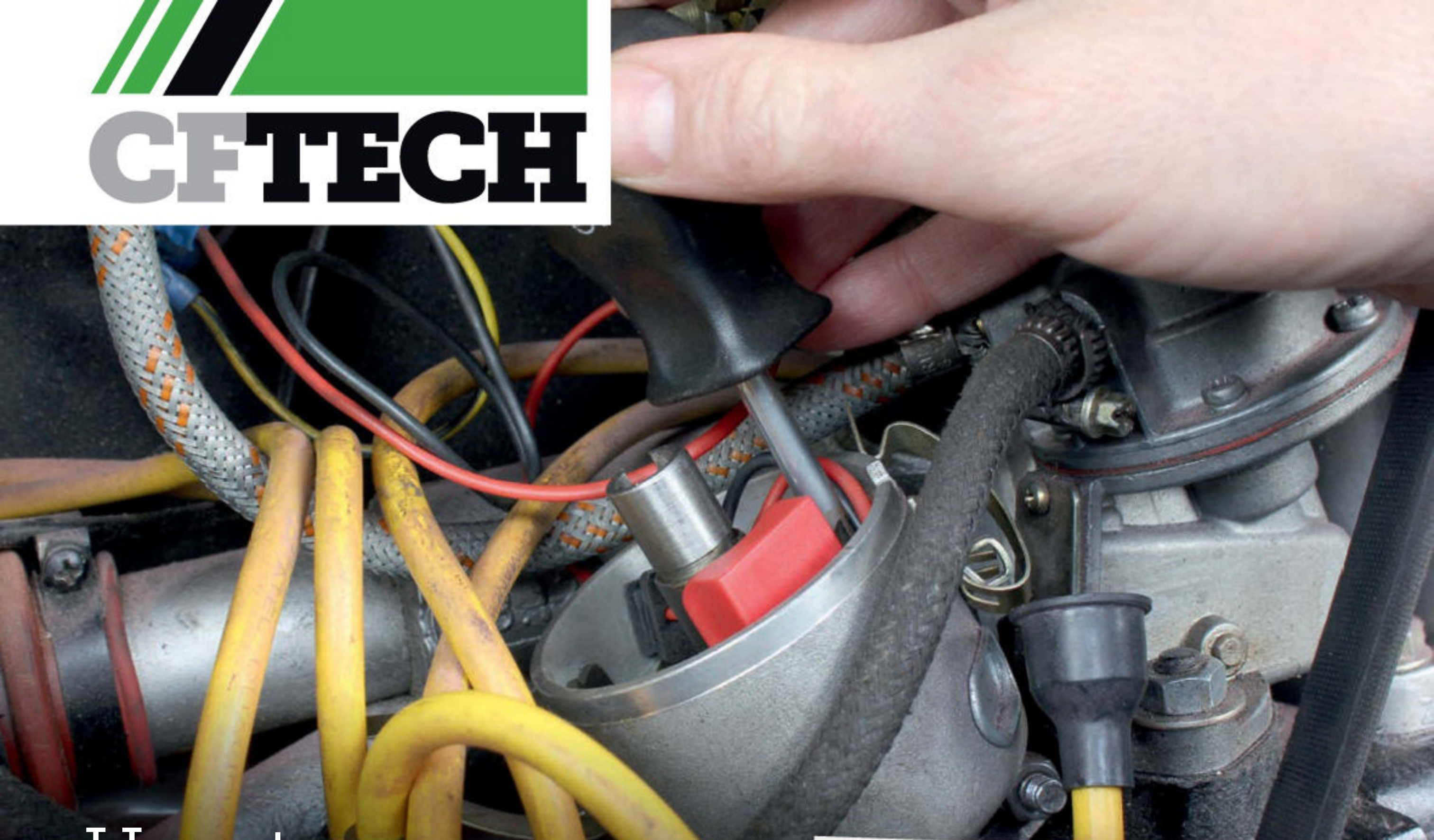


How to INSTALL ELECTRONIC IGNITION

Say goodbye to faulty condensers and closed points with an easy-to-fit electronic ignition conversion kit.

Words and Photos Classic Ford

There's never any need to question why you would want to change a distributor's points and condenser for an electronic gadget, until things go wrong or you spend a couple of hours swearing with a set of feeler gauges. When a condenser fails, or the gap for the points closes up, you'll surely wish for something better.

For peace of mind, an electronic ignition conversion is the best option. The work involved in converting to electronic ignition generally isn't very difficult. It all depends on the access you have to the distributor.

We've shown how to fit an electronic ignition module from H&H Ignition Solutions. It uses a circular trigger wheel, which sits over the centre shaft of the distributor. Inside this trigger wheel, there are four magnets, which spin around with the distributor's shaft and activate the electronic ignition module, which sits in the same position as the old points. This module delivers the voltage from the coil to the respective spark plugs.

Some of the typical problems that can arise include making sure the wires from the new electronic ignition module are correctly fitted to the coil. There are only two wires, which are red and black and should be fitted to the positive (red) and negative (black) terminals on the coil. However, it's important to check the terminals on the coil – some have markings for positive and negative and in most situations, the wire from the old condenser is connected to the negative terminal on the coil.

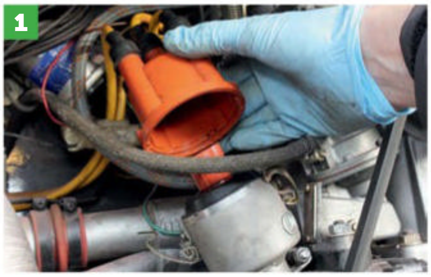
In some cases, the ignition timing may need adjusting after fitting an electronic ignition module. A timing strobe can be used to quickly time an engine, providing there are timing marks on the crankshaft pulley. Slacken the distributor's clamp and carefully rotate the distributor to alter the timing.

The entire job should take just over an hour and with the exception of a strobe light if you need to reset the timing, you can do the job with just a basic toolkit.

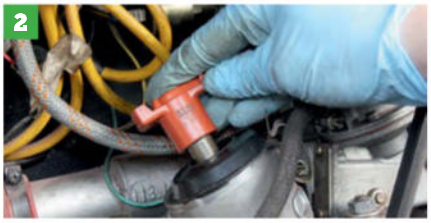
Info

Tools required: Screwdrivers, magnetic pick-up tool, crimp tool with connectors, timing strobe (if engine timing has to be adjusted)

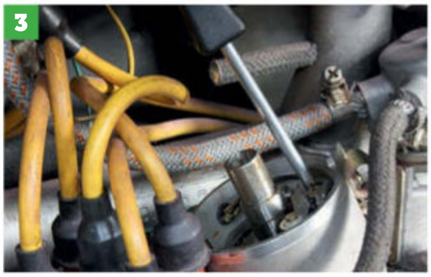
Contact:
H&H Ignition Solutions
01384 261500
www.h-h-ignitionsolutions.co.uk


1

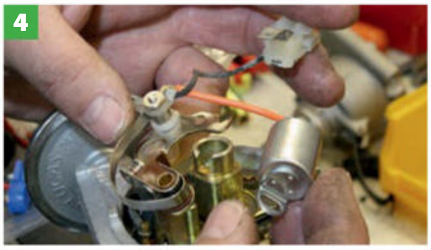
Disconnect the battery. From inside the engine bay, use a screwdriver to release the two clips at the sides of the distributor cap or undo its securing screws, then lift up the cap and move it aside.


2

Remove the plastic rotor arm by prising it up and off using your fingers (some are fitted with a securing screw). This will need to be refitted along with the distributor cap that was removed in the last step. If there's a plastic cover concealing the points, remove this. It may not be possible to refit this part.


3

Undo the small screw that secures the points inside the distributor. If possible, use a magnetic screwdriver to extract the screw and any washers. The screw and washers need to be used to fit the new electronic ignition module.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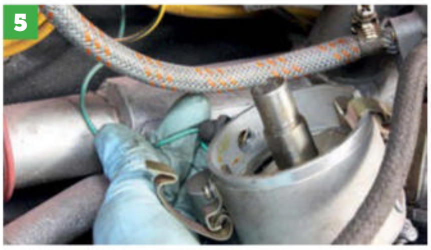
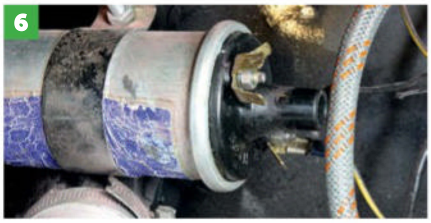
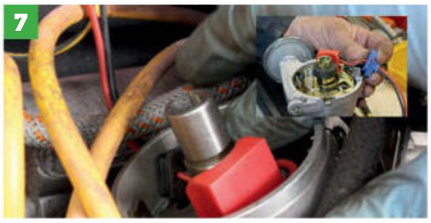
Remove the points from the distributor. If the condenser is inside the distributor, it may be easier to undo its securing screw and remove both parts together. If the condenser is on the outside of the distributor, detach the wiring from the points.


5

Any wires from the condenser or points that are routed through the body of the distributor need to be removed to allow the new wires from the electronic ignition module to be fitted. Such wires will be fitted with a grommet, so carefully prise out the grommet using a screwdriver.


6

Trace the wire from the condenser to the coil. In most cases it should be connected to the negative terminal on the coil, but double check this is correct in your case. Make sure the connectors on the new electronic ignition module are the correct size for the terminals on the coil (new terminals are supplied in some kits).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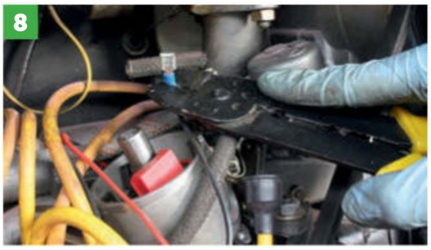
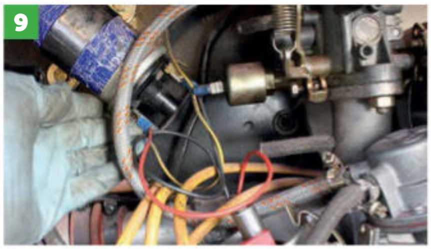
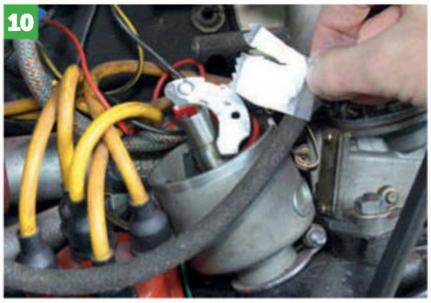
Lower the new electronic ignition module into the distributor. Feed the two wires through the hole in the distributor where the wire from the last step was routed. Push the wires' rubber grommet into the hole in the side of the distributor. Some distributors have a notch to secure the wires.


8

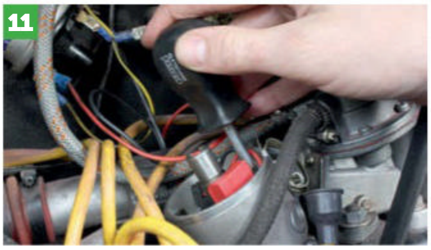
If the wires' connectors don't fit through the hole in the side of the distributor, cut them off, then feed the wires through and fit new connectors. This is rarely the case, but some aftermarket distributors have a small hole in the side of the body, which isn't the same as an OE distributor.


9

Connect the red and black wires from the electronic ignition module to the positive (red wire) and negative (black wire) terminals on the coil. If the there are no spare terminals, extra ones are supplied in the kit. If the connectors don't fit onto the terminals, change them.


10

Add a smear of white heat sink paste to the base of the electronic ignition module. A packet of this paste is supplied in the kit, but you do not need to use all of it. Just a smear is sufficient.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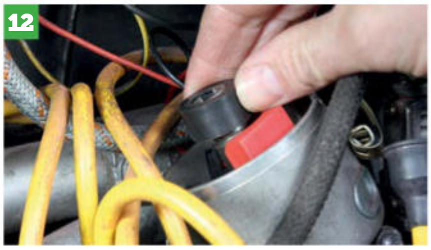
Look for a locating dowel on the base of the electronic ignition module and make sure this sits in a hole inside the distributor. Refit the screw from step 3. If a spring and plain washer were extracted, the spring washer should sit on top of the plain washer.


12

Fit the trigger wheel (the black plastic ring) down the distributor's shaft (large hole first) until it's adjacent to the red plastic part of the electronic ignition module. Check there's sufficient slack in the wires to allow vacuum operation, then refit the rotor arm and cap and you're done.

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The temptation to add a livery and YB will always be there!

New water pump and thermostat are a wise move.

Ade's Mk1 Sierra

So near, yet so far — the Sierra misses out on track action at FordFest despite Ade's best efforts, and a whole load of work.

As much as I love this Sierra it's so often spent time off the road due to annoying issues. The original 1.8 was ripped out after developing a plug fouling problem, then swapped for a lairy, rebuilt 2-litre. With a Bestek ignition system and gorgeous pair of twin 44 IDFs from Webcon, the potential for a lot of fun is definitely there.

There were some issues to be dealt with though, firstly the exhaust. In no way was a standard peashooter system with a novelty tailpipe going to cut it when it came to old-school, normally-aspirated tuning! Luck would have it that a regular of many Classic Ford Tours, Frank Frostick just happened to be selling a custom stainless exhaust from his Pinto'd Sierra race car, so while on a tour of the country photographing feature cars I detoured to Essex and snapped up his system and manifold.

Staying cool

The other work at MJ Racing consisted of the cooling department with a new water pump, thermostat and conversion to an electric fan. MJ Racing's Ali also discovered that the Sierra's bonnet was simply too tight for the trumpets to receive sufficient airflow, especially when filters were added. This led to a conversion to shorter stacks and mesh filters. These may not offer quite as meticulous protection, but they're far preferable to strangled induction. Sadly at MJ Racing it quickly became apparent that the right-hand-drive manifold I had bought was miles off fitting my left-hand-drive car. Something I hadn't even considered, but others clearly have, as Burton Power sell an off-the-shelf left-hand-drive Pinto Sierra manifold which, with minimal adjustments to fit the stainless system, went on relatively easily. These Ashley systems may not look as attention-grabbing as many of the current fashionable elaborate systems, but in group tests they have always traditionally performed well. An adjustable vernier was also refurbished and installed by Ali at MJ Racing, so the Pinto was heading in the right direction.

The set up

After getting the Sierra home I knew I still had to get the carbs and timing properly set up at a specialist. Ideally on a dyno, but outfits with a rolling road, availability and good knowledge of carbs is a rare thing. On several recommendations I booked into MV Turbos in Fife. The name may sound misleading, but John Muir who runs the operation is a renowned old-school man. No dyno on site in Kinross, but the willingness to set up my car and lots of experience was music to my ears. The Sierra was given a swift turnaround, and on the drive home felt noticeably more responsive and happy to rev after adjustments to the ignition and cam timing were dialled in. Plus of course tweaking the fuelling worked wonders. One compromise though is that the idle is certainly not easy going! The Piper Cams BP300 cam has so much lift and duration that it will struggle to stay idling for long. I have upped the idle speed to make things more bearable, but it will never be perfect. I do also have to remind myself that I did want a full-on old school experience, so I should be complaining. Anyway, idling is the last thing you want to be doing when there is serious induction roar as intoxicating at those Webers create, plus fuelly

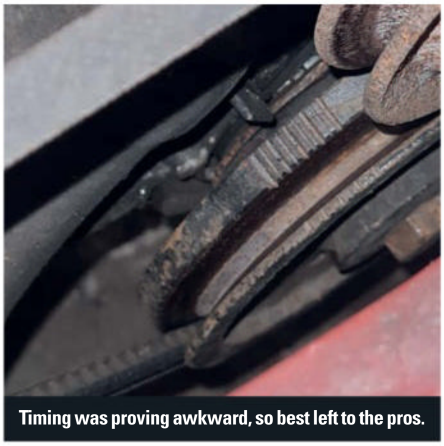
What's been done this month:
Installed a decent manifold and system, got the engine and suspension set up, then sprung oil and coolant leaks

Next on the to-do list:
Source a new radiator, fix the oil leak, MoT the Orion

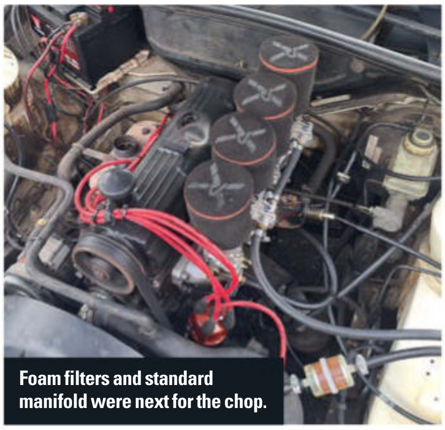
Thanks to:
Bestek, https://bestekuk.co.uk
Burton Power, www.burtonpower.com
MJ Racing, www.facebook.com/mjracing.bhp
MV Turbos, www.facebook.com/mvturbos
NHP Performance, www.facebook.com/nhpmotorsport
Peregrine Performance, www.peregrineperformance.co.uk
Webcon, www.webcon.co.uk

Full stainless exhaust thanks to Frank Frostick.

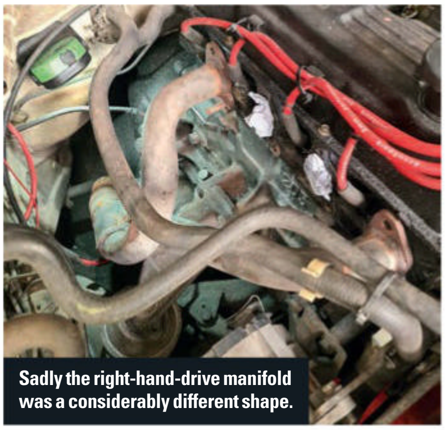
Cracked cap was actually arcing a big spark through the plastic!



Timing was proving awkward, so best left to the pros.



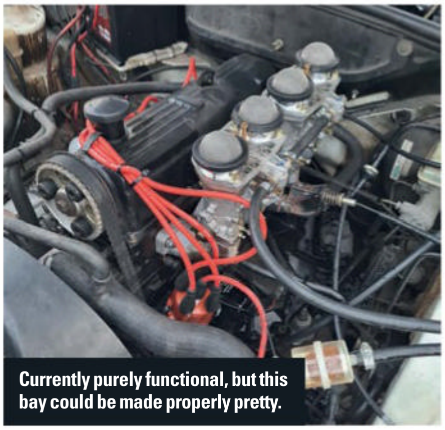
Foam filters and standard manifold were next for the chop.



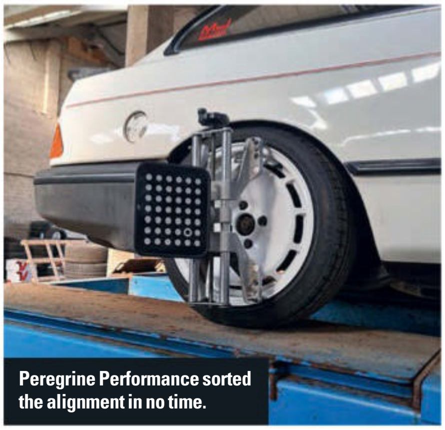
Sadly the right-hand-drive manifold was a considerably different shape.

Left-hand-drive Ashley tubular manifold from Burton Power was exactly what was needed.

Back on the road, but needing a proper set-up.



Currently purely functional, but this bay could be made properly pretty.



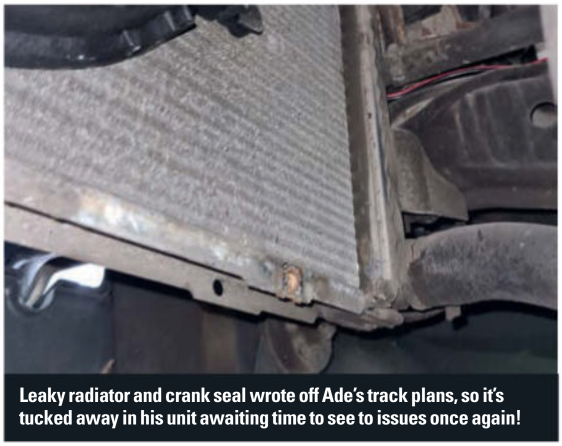
Peregrine Performance sorted the alignment in no time.

pops and bangs so genuine that your average modern car owner with a mapped-in wannabe map would have their mind blown as the sounds and smells the real deal creates!

FordFest and bust

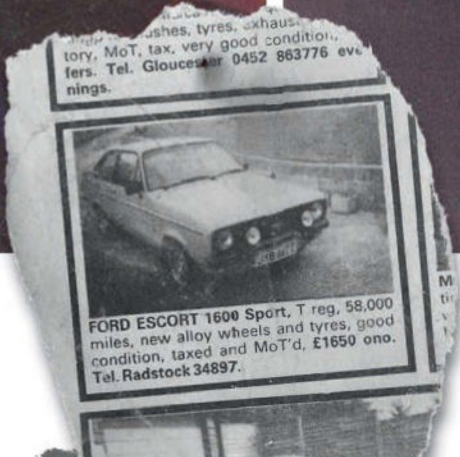
The plan was to get the Sierra to FordFest and hit the Mallory Park circuit, and things were looking promising. A trip to Peregrine Performance saw the front end alignment adjusted, and the shimmed rear end confirmed as being bang on perfect for toe, so all good there. NHP Performance undertook some last minute prep for Mallory, replacing brakes and fluids, but sadly the radiator sprung a leak, and then what seems like the crank seal also badly did, too! The Sierra was unceremoniously parked in my unit and the mighty 1.4 Orion was given a baptism of fire on track instead.

Next up, the oil leak needs dealt with, a replacement most likely alloy radiator, possibly a swap back to a fresh viscous fan and a better breather system. Fingers crossed that can lead to some actual decent miles being put on the clock!



Leaky radiator and crank seal wrote off Ade's track plans, so it's tucked away in his unit awaiting time to see to issues once again!

Right: the ad that made Gavin want the car and below, when he sold it, asking for £100 more...



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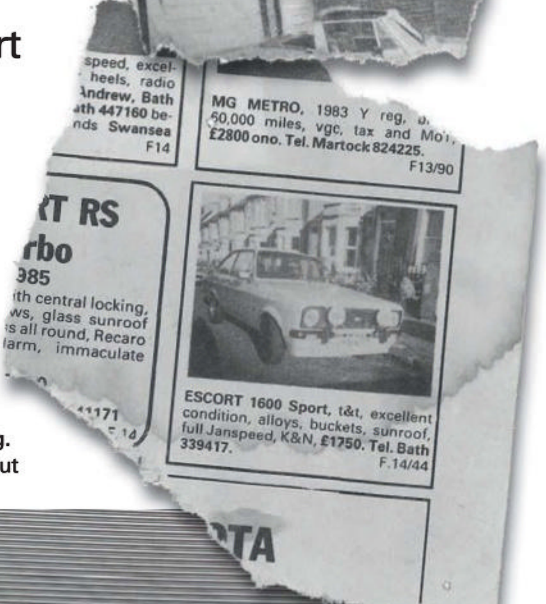
FORD ESCORT 1600 Sport, T reg, 58,000 miles, new alloy wheels and tyres, good condition, taxed and MoT'd, £1650 ono. Tel. Radstock 34897.



speed, excel-
heels, radio
Andrew, Bath
ath 447160 be-
nds Swansea
F14

MG METRO, 1983 Y reg,
60,000 miles, vgc, tax and MoT,
£2800 ono. Tel. Martock 824225.
F13/90

RT RS
rbo
985
ith central locking,
ws, glass sunroof
s all round, Recaro
larm, immaculate

11171
F14

ESCORT 1600 Sport, t&t, excellent condition, alloys, buckets, sunroof, full Janspeed, K&N, £1750. Tel. Bath 339417.
F.14/44

TA

What's been done this month:
Reminisced about my first classic Ford — a real game changer for me

Next on the to-do list:
Crack on with my Mk1 Cortina two-door saloon and two-door estate projects

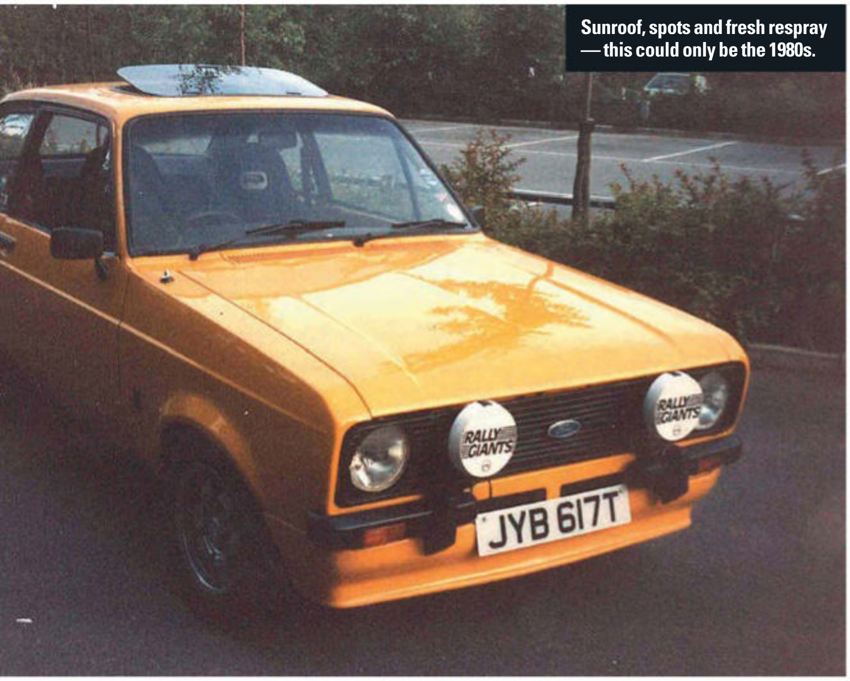
Gavin's (old) Escort and Mk1 Cortinas

His first car, this Signal Amber 1600 Sport was a real game changer for Gavin...

I'm sure you won't be surprised that the first car I bought was a Mk1 Cortina. But at the time it was 23 years old, rusty and unreliable, and it didn't take me long to go out and buy what I consider to be my first car — a 1979 Escort 1600 Sport. This was a bit of me, it was my independence, it was my game changer.

I bought it locally through Auto Trader, which at the time ran black and white photos. So imagine my delight when I phoned up and found it was my favourite colour, orange. Although some people think Signal Amber is a yellow, I'm adamant it's light orange! I knocked the seller down on price because it had a slight problem with the gearbox, and some rust on the wing. The gearbox was sorted out

Current Cortina projects still in bits, but in progress.


Sunroof, spots and fresh respray — this could only be the 1980s.

by Gloucester Road Gearboxes in Bristol, then I had a car that would take me everywhere.

I have so many memories and stories associated with the Escort — more than any other car. Given this I had the impression that I owned it for some time, but looking at records it seems that I had it for less than two years. But I crammed a lot into that time, and it's where my car modifying all began, albeit with fairly standard modifications for the time. I fitted a full Janspeed system, and of course a K&N filter. I fitted bucket seats with a matching cover for the rear seat, then painted the steering wheel spokes that magic Signal Amber. I also fitted the height of tech at the time — an auto-reverse cassette head unit (I'm sure it wasn't called a head unit back then?).

Sorting out the rusty wing was resolved when I had the only accident I've ever had in one of my own cars. Somebody pulling out from a side road resulted in me nudging the car in front. This required a few new panels on the front so I took the opportunity to have a front spoiler fitted and an aftermarket sunroof let in, then I had the lot resprayed. In fresh gleaming paint with new spotlights fitted it looked awesome. I was so proud of it and just loved driving it.

No wheels

There was one thing that I wasn't keen on though, and that was the wheels. So much so that I put the money down on a new set of Revolutions at Bristol Auto Performance Centre. Sadly, they never placed the order with Revolution and closed up shop shortly after, and I never heard from them again. So the KN alloys stayed.

I think in a large part due to the colour it was quite distinctive and quite well known locally. My dad was surprised at the number of people who waved or flashed him when he borrowed it once. Even the local constabulary used to regularly stop me to have a look: 'Do you have the documents to prove you can drive this car?' 'Could I take a look in your boot sir?' and so on!

Due to the insurance costs I decided to sell up, so in July 1988 it left me, and of course I regretted it. I regretted so much that I impulsively bought an RS2000 which was a much superior car, but it just wasn't JYB 617T. I'd lost my lovely Escort but it had started this obsession with modifying cars and most cars which I've owned since have been modified in some way.

Which brings me to my current two project cars. My two-door has been with a friend for almost two years now having some work done (no, it's not two years' work!) and my two-door estate hasn't moved on much over the summer while I concentrated on some building work, but I hope to have an update soon. CF

IN THE WORKSHOP

The Classic Ford fleet: our projects and rolling restorations

Mike Johnson
Mk1 Sierra

After a fettle, the Sierra has been back out drifting. Find out how Mike got on next issue

Gavin Hutton
Mk1 Cortina

Jeff Ruggles
Mk1 Fiesta

Ben Szanto
Mk1 Cortina

Gavin Hutton
Mk1 Cortina

JJ Gallagher
Mk2 Escort

Simon Woolley
Mk1 Cortina

Ade Brannan
Mk2 Orion

Adrian Brannan
Mk2 Granada

Mike Johnson
Mk1 Fiesta

Graham Leigh
Mk3 Capri

EXPERT CLINIC

TROUBLE WITH YOUR FORD? SEND IN YOUR QUERY AND WE'LL SORT IT OUT

QUERY OF THE MONTH

Pushrod into Pop

Q I've found myself a 100E Pop, and I have a few plans for the car!

I am thinking of swapping the motor to a 1600 Crossflow — what is required for the job, is there large amounts of fabrication needed? Can I fit front disc brakes? I am thinking of doing the job with an Escort Mk1 leg struts. Is this possible?

Mark Cavendish
UK

A *The classic way to get a Crossflow into a 100E is to use the Prefect 107E crossmember, Crossflow front-bowl sump and timing cover, oil pick-up pipe and dipstick, 105E engine mounts, three-rail gearbox (2000E ratios are best) custom prop and exhaust.*

The old radiator should be OK, but with the 107E top and bottom hoses and thermostat housing, or use a Cortina radiator and matching hoses. The biggest work needed though, is to the bulkhead and gearbox tunnel. Both will need cutting out and remaking to accommodate the new engine — Old Ford Auto Services can supply a template to help you do this. Convert to cable throttle, Mini or Metro throttle pedal with 2.8i Capri cable. The gearbox mount needs fabricating or modify a Cortina one.

You can use Mk1 or Mk2 Cortina struts and discs with this set-up, but the track control arms (TCAs) need lengthening to get the camber correct.

The other way to disc brakes is to fit the Escort/Capri suspension and steering rack set-up. This involves an Escort/Capri crossmember modified to fit, Escort/Capri struts (you need to fit top mount adapters, which fit into the original 100E mounts), a modified 100E anti-roll bar (or fit an Escort/Capri one on fabricated mounts), and a steering column from a Capri or Escort. Again, Old Ford Auto Services can supply a complete kit. If using Capri column, you will need to fit a couple of UJs. Naturally, the bulkhead and gearbox tunnel will again need cutting out and remaking, and with a rack set-up you'll need a rear-bowl sump and corresponding pick-up pipe. Finally, get rid of puny 100E axle and fit a 105E one (the spring mounts will need altering). This axle is stronger, has lots of available diff ratios plus the normal 4x108 Ford stud pattern.

Blown Cologne

Q I'm not a mechanic but my father is and while we haven't done this before, we'd like to know what is the smallest turbo I could get for a Capri, or is there a way to convert a 2.8-litre to a turbo? Could you tell us how we can do that and where we can get the parts?

Callum Martin
UK

A *While it is possible to go down the DIY route, we recommend for ease and simplicity, you look out for either a Janspeed or Turbo Technics kit for the Cologne. These come up for sale from time to time, and gave a claimed (when new) 200 bhp. Both kits used the Garrett T3 turbo and ran fairly low boost, so that the engine internals could be left alone. Unless you buy a running car, it's unlikely that you'll be able to find a complete kit — some of the oil feed pipework is bound to be missing, for example — so you may need to call on specialist help to plumb it all in and get it fuelling correctly.*

Contact

Ford Cortina Mk2 Owners' Club
07835 936073
www.fordcortinamk2oc.co.uk

Ford Cortina Mk2 & 1600E Owners' Club
01268 413171
https://mk2cortina-1600e.co.uk

Old Ford Auto Services
01344 422731
www.oldfordautos.co.uk

Help!

Tech problem? Email your query to **classicford.ed@kelsey.co.uk**

Cortina trim

Q I am close to starting the restoration of my 1968 Series 1 Cortina GT. I want to restore it to as near original as I can, but I'm unable to get any photos or detail as to what it should look like inside. I have spoken to other Mk2 owners and they have told me some different things, but I would like some clarification and pictures would be most helpful.

Keith Brown
UK

A *Ford changed tiny details of the trim all the time, so pinning down exactly what is correct for your car can be a little difficult. However, there are two things you can do: one is to get on board with the two Mk2 owners' clubs, as they are a mine of information. The other is to track down the correct-for-your-year dealer brochure, which will have detail shots of the GT interior. If your trim is largely missing, one problem you will have is sourcing the exact parts, as good interior trim is always in demand. Good luck!*

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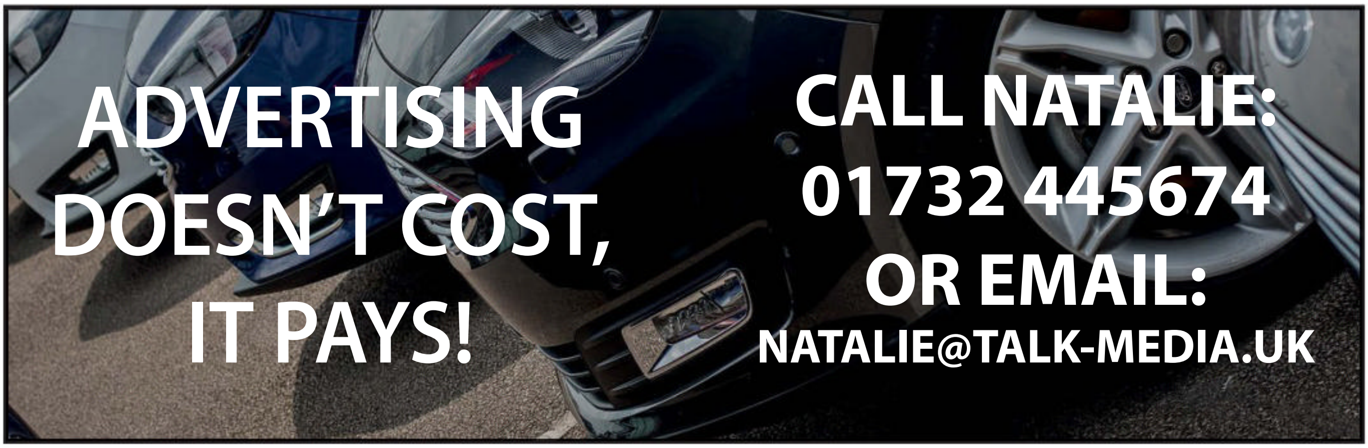

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MOTORSPORT

CLASSIC FORDS FLAT-OUT ON THE STAGE, STRIP AND TRACK

Top of the Escort finishers, Gary McPhillips added his result to 13th overall in Monaghan back in April.

GO BIG

Ireland's biggest rally, the Donegal International Rally happens annually, and for 2024 the opening stages moved to the most northerly point of the island — along the Inishowen Peninusla. The shake up proved popular and set the scene for three days of crowd-pleasing action.

Words and Photos William Neill

You've heard about rallying in Ireland but Donegal each June is a different experience.

To give a measure of its popularity there was in the region of 8 million views on the event's Facebook page within just a short period as the event built up, local bars had drink promo offers based on who was fastest on each stage and the town comes to a standstill each evening with rally fan traffic.

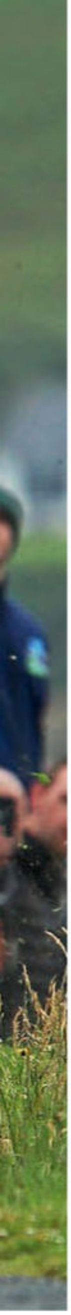
On the event itself, Declan Gallagher in the Toyota Starlet started the final day with a slender 1 second lead with a pack of Escorts chasing hard, before Kevin Gallagher's eye-catching Darrian moved ahead only for a broken wire to see him dropping off the leader board. The Starlet had it much easier across the rest of the day, winning by 2 minutes 45 seconds, with a string of Escorts behind, first of which was paired by Monaghan man, Gary McPhillips and Paul Sheridan.

Another half a minute back at the finish David Moffett headed Scot David Bogie by just 2.6 seconds – that was after almost two and a half hours rallying. Indeed Bogie made one final push for the podium by going 18.5 seconds faster than Moffett on the final pass of Fanad Head.

Class 13 victor Conor Harvey was fifth of the modified runners ahead of both entertainers Dessie Keenan and Frank Kelly – all part of the almost 50 classic Fords going over the Letterkenny finish ramp.

CONTACT

Donegal International Rally
https://donegalrally.ie



Scot, David Bogie has won the modified category before in Donegal – but with a Metro 6R4.

RALLY FANS TO THE RESCUE

When Peter Greene and Conor Cormack slipped off the road at a chicane on Knockalla, Irish fans were quick to get the stricken Escort back out of a ditch following the safety warning ahead by event marshals. The crew went on to finish 82nd overall out of the 162-car field.

The beauty of Donegal is on display across the stages but none less than this beach view as Allen Tracey passes.

Spectators, as always, were in their thousands at the much anticipated rally weekend.

Dessie Keenan admitted to enjoying the rally and it was evident from his driving style.

Wales Motorsport Fabrication's Meirion Evans on the High Glen stage that passes the door of a pub. Sounds like a location to visit…

GO AHEAD AND JUMP

I first came back from this location 14-years-ago with one of my favourite photos to date so I was itching to get back on the news of the same stage running again. It would be fair to say driving commitment on this slight uphill, but blind corner, was a demonstration of the excitement Irish rallying has to show. But which Escort did it best?

MODIFIED CATEGORY RESULTS

1 Gallagher/McCarthy (Starlet) 2:24:18.5 seconds
2 McPhillips/Sheridan (Mk2 Escort) +2:45.9
3 Moffett/Connelly (Mk2 Escort) +3:15.6
4 Bogie/Rowan (Mk2 Escort) +3:18.2
5 Harvey/Doherty (Mk2 Escort) +3:51.6

Bale chicanes are all part of rallying. Here Damian Tourish expertly finds his way through the obstacles.

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Zakspeed's beautifully-prepared 2-litre Escort RS1600 during a European Touring Car Championship round at the Nürburgring in 1973.

FORDS OF THE 'RING

The Nürburgring Nordschelife is the most famous historic race track in the world — and the Blue Oval's history there is full of successes… and failures.

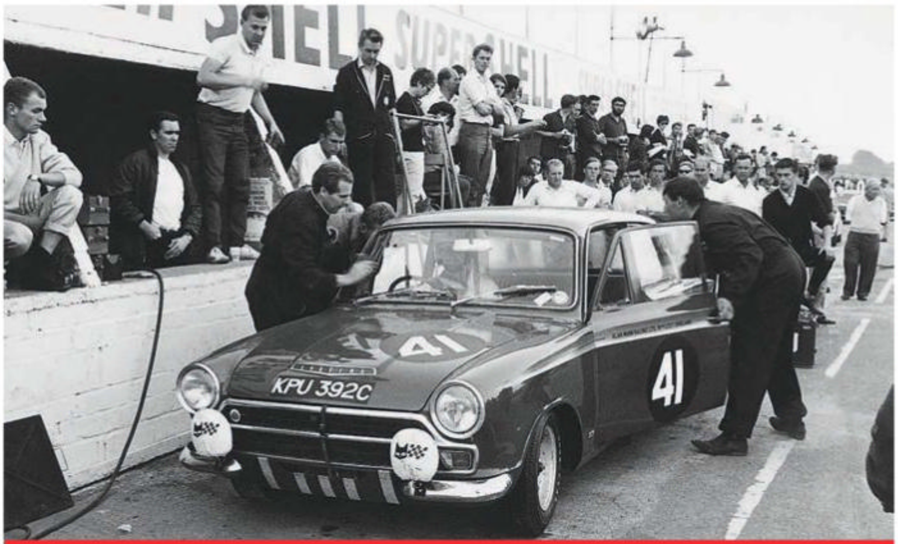
Words Classic Ford **Photos** Ford archive

1970s F1 hero, Jackie Stewart called it the Green Hell, yet it's quite simply the greatest racetrack ever built. Built at a time when racing was about the challenge first and safety second, it's a throwback to another era. But while other historic race circuits have been abandoned or sanitised with chicanes and beach-sized gravel traps, the 'Ring remains largely unmolested.

Almost 13 miles long, the Nürburgring Nordschelife is one of the longest tracks in the world. It has countless corners and there's over 1000 ft difference in altitude from the highest to the lowest points. It cuts through the stunning Eiffel mountain range, following the ups and downs of the surrounding area. It has such a huge area that entire towns operate within its perimeters. For anyone brought up at airfield tracks like Silverstone, the sheer scale is stupefying.

With changeable weather, blind brows and an almost complete absence of run-off areas, the Nürburgring deserves the fearsome reputation it got when it was used regularly for racing. The Nürburgring can bite if you take liberties, but the combination of exhilarating corners, dips and climbs means that even if you aren't flat-out, driving around the Nürburgring will be one of the most memorable things that you can do.

It's also made up of the most well-known and superbly-named corners in the word. Most famous is the Karussell — a 270-degree, steeply-banked hairpin, which will compress the suspension of any car, chatters your teeth as you go around it and then leaves the wheels pawing the air as you leap out of the banking on the other side. Think of driving around a wall of death made of corrugated concrete and you're almost there. Then there are others like the Flugplatz ('flight place' in German) where old Formula One cars used to leap for hundreds of feet, or the run to Bergwerk, where F1 champ, Niki Lauda nearly lost his life.



LOTUS CORTINA

Greatest 'Ring moment: Winning the Grosser Preis der Tourenwagen in 1965

The Cortina was always a superb car at the Nürburgring. Nimble handling made it fast — it was quicker than the 4.7-litre Ford Mustangs it raced against. In an Alan Mann Racing-engineered car, John Whitmore and Jack Sears scooped the 1965, six-hour, touring car race.

'Ring lap time: 10:10.4*

Ford
GOODYEAR

C100

Greatest 'Ring moment: Winning pole for the 1982 1000 km by 7 seconds

The C100 was a short-lived Group C racer built by Zakspeed, but supported as a works car by Ford. It used a bored-out Endurance-spec, Cosworth DFV V8 and was designed to compete at Le Mans. It was quick, but just like the GT40 couldn't live with competition from Porsche. It was soon canned, competing in just the one 1000 km 'Ring race.

'Ring lap time: 7:17*

ZAKSPEED ESCORT

Greatest 'Ring moment: Winning the Grosser Preis der Tourenwagen in 1974, 1977 and 1978.

Heavily backed by Ford of Germany, the Zakspeed-built Escorts were seriously fast bits of kit. With a 2-litre Cosworth BDA that kicked out 275 bhp, and 15 inch rear wheels with 14 inch wide rims, they were the ultimate pocket rockets and enabled Hans Heyer to become a Touring Car legend. The Zakspeeds were successful in Mk1 RS1600 guise, as well as later in Mk2 RS1800 form, they set new standards for saloon racers with impressive levels of preparation.

'Ring lap time: 8:46.4*

FLUGPLATZ, BRÜNNCHEN, KARUSSELL...

10 of the Nordscheife's most-important corners

BERGWERK

Considered by some to be the hardest corner on the track, this decreasing-radius corner needs you to turn in late if you're going fast — unless you enjoy understeering off the track, that is. Exiting quickly from here will give you loads of speed up the hill.

KARUSSELL

One of the most spectacular corners in the world, this 50 mph, left-hand hairpin has a 45-degree concrete banking on the inside. The roughest corner on any racetrack in the world. Good tyre-to-wheelarch clearance is essential here.

BRÜNNCHEN

A double right-hander that's popular with the spectators because of the campsite and big viewing bank, it's also host to loads of crashes thanks to people showing off to the crowd. Second uphill right-hander is slippery in the wet.

PFLANTZGARTEN

Pflantzgarten is fast but treacherous. Crests as you turn into the first, fast right-hander, which means you can spin easily if you get it wrong. Straight-lining the high-speed swerves and crests is the key to speed and safety here.

GELGENKOPF

Fast, final corner is vital for good speed down the straight. Entering slowly and getting on the gas early enables you to get good speed on the following straight.

HATZENBACH

An open, medium-speed left-hander that exits into a fast, downhill right-hander that's very slippery in the wet.

HOCHEICHEN

A tricky complex of rights and lefts. Go into it slowly as the corner tightens up and the camber is terrible.

FLUGPLATZ

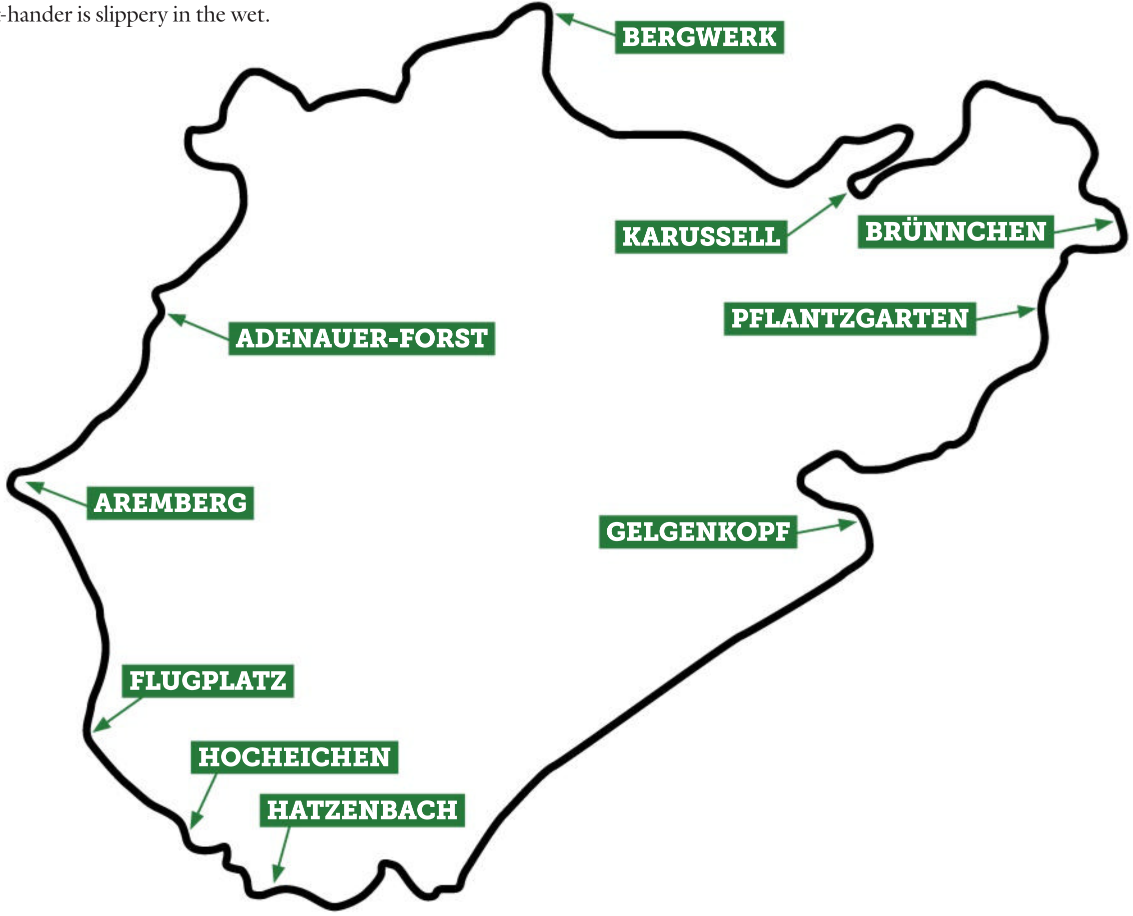
A fast, double right-hander with a crest, it can be flat-out if you've got the balls and the handling to do it.

AREMBERG

Many people's favourite, this medium-speed right-hander has good visibility, with a big exit kerb that begs you to drift onto it. Bumpy braking area after a long straight means cars can get frisky on the brakes.

ADENAUER-FORST

An extremely tight left-right chicane, which sits at the crest of a hill — this means that you can miss the turn-in point.



COLOGNE CAPRI

Greatest 'Ring moment: Winning the Grosser Preis der Tourenwagen in 1971

With over 400 bhp when they were fully developed, the Cologne Capris were kings of the Touring Car circuit and were driven by the likes of Jackie Stewart, Emerson Fittipaldi and Hans Heyer. The Capri needed talented drivers, as around the 'Ring it was a serious handful — Fittipaldi called it, "The worst handling car I had ever driven". The mid 1970s oil crisis killed off the cars — racing was frowned upon as a waste of petrol and Ford were scared of adverse publicity.

'Ring lap time: 8:54.9*

GT40

Greatest 'Ring moment: Making its race debut in 1964

Never a winner around the 'Ring, as it was designed to win Le Mans, the GT40 was still very much suited to the 'Ring's twists and turns. Combined with the fact the Nürburgring was Porsche's development track and that its cars were driven by the 'Ring's local heroes, the blue oval was never going to get a look in. The best result was third for Jacky Ickx and Paul Hawkins in a Gulf car.

'Ring lap time: 8:37.2*

ZAKSPEED CAPRI

Greatest 'Ring moment: Winning on the way to the German sports-car title in 1981

One of the most spectacular racing cars ever, the Zakspeed Capri was only very loosely based on its production-car cousin. The chassis was a space frame, the engine had 550 bhp of KKK, turbo-equipped BDA, and the bodywork was made up of Kevlar panels with wings that almost had the downforce of an F1 car. There has never been a more extreme Capri. The car was campaigned in the DRM German sports-car series by Zakspeed itself and was driven by the likes of Klaus Ludvig and Manfred Winklehock.

'Ring lap time: 8:02*

NÜRBURGRING HISTORY

The Nürburgring was constructed in 1926 as an effort to pump money into a poor area. More than 2500 labourers toiled and cut a course through the Eiffel Mountains west of Frankfurt, running the track along valleys, blasting though rocks, and cutting down thousands of trees. Two circuits were built: a 4.8-mile Sudschleife for testing and a 14.2-mile Nordschleife.

The Nordschleife was a fearsome circuit including every type of bend, gradient and camber imaginable. It was designed from the start to be the ultimate track.

It soon became the home of the German Grand Prix and also part of the Nazi propaganda machine — Hitler wanted to rule Europe's race tracks as well as its borders. The result was some seriously scary GP cars — 200 mph in a narrow-tyred single-seater in 1938 was hardcore stuff.

The racing resumed quickly after World War II. As well as F1 races, it played host to sports-car and saloon events that attracted hundreds of thousands of spectators — and there was usually a Ford in the running.

Unfortunately by the late 1970s the circuit was in decline thanks to its safety record and countless deaths — the most high-profile being Niki Lauda's smash in 1975. This meant F1 never visited again. But it lives on today holding high-profile events, being used for car development and as the destination for thousands of car fans' European road trips.

**All these figures are for the pre-1983, 14.20-mile track. Since then the track has been trimmed to 12.9 miles. To put the times into perspective, a 2022 Porsche 911 GT3 RS laps the shorter track in 6:49.*

MOTORSPORT

CLASSIC FORDS FLAT-OUT ON THE STAGE, STRIP AND TRACK

Belgian, Didier Simonis brought his ex-Russell Brooks Mk2 along to take part.

Leon Meijers from the Netherlands in his Monte Carlo-spec Anglia from 1962.

Tania Zingelmann drove the Jochi Kleint tribute Mk1 from 1971.

FUTURE'S PAST

The Eifel Rallye Festival brought together some of Europe's finest historic rally Fords.

Words and Photos Jeannot Boesen

Back in 2010 the Slowly Sideways organisers started to host the Eifel Rallye Festival for historic rally cars, they didn't expected that this event would be such a big success from the outset.

Some 14 years on, and for 2024 an incredible 174 cars made it to the starting grid, bringing thousands of spectators lots of joy and happiness across six special stages on the Friday and Saturday around the Eifeltown of Daun in Germany.

The competitors weren't competing against the clock, instead the Tarma and dirt stages were just for fun and to show off their incredible historic rally cars. Amongst the participants we found a big number of Fords starting with an Anglia, Mk2 Cortina, Falcon and, of course, a lot of Escorts alongside two Evo-spec RS200s from 1986, a few modern WRC-models like Escort WRC from 1997, and a Focus from 2002.

The Eifel Rallye Festival may be a demonstration event but it's organised like a modern rally so what has become one of the biggest classic events from its type worldwide, met all expectations and most of the participants already booked their entry for 2025. We're already looking forward to it.

CONTACT

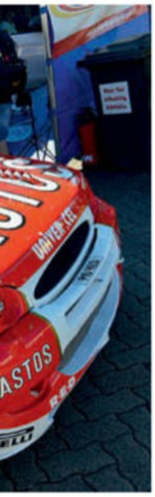
Eifel Rallye Festival

www.eifel-rallye-festival.de

Gareth Kirkham's ex-Malcolm Wilson Twin Cam.

Jürgen Schumann in the flatfront Escort RS2000.

Bruno Thiry in the Group A Escort RS Cosworth.



Britain's Nigel Mummery in his well-known RS200.

Patrick Wolf in the original RS2000 from the 1980 German Rally Championship.

Dave Bonning's Escort WRC looks superb.

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Very Good Original Car

Ford Escort MK1 - 1300 - 2 Door
Very Good Original Car

Ford Cortina P100 3.0 Auto
Very Good Condition

Ford Escort 1600 Sport
Needs Restored

Ford Granada 2.0 Manual - 1 Owner
Superb Condition

Ford Fiesta Supersport
Superb Condition

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HOW TO BUY

USED FRONT STRUTS

So much stuff is available new these days (particularly for Mk1 and Mk2 Escorts), which thankfully takes the risk away from buying used. However, there's still a good, strong demand for front struts especially from the sport models, so here's what to look for:

It's crucial to carefully examine the stub axles — are they straight? Are there any gouges or deep score marks? Are the threads clean and in good condition? If any of those apply, walk away. If the spring and top mount are still attached, you won't be able to check the damping, but you can examine the rod for rust or leaks in the surrounding area. If the spring and top mount are removed, push the rod in, there should be some resistance. Lastly, check the tubes to make sure they're not bent — particularly if you know they've come off a rally car. If buying Mk2 Cortina struts (popular with the Anglia modders) try and get them with the steering arms included, as there were three different types, and they are not interchangeable.

THANKS TO:
Dave Fisher, D&D Developments,
07772 740817

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BVH	Big-valve head
BVR	Black vinyl roof
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E/W	Electric windows
FSH	Full service history
INJ	Injection
ONO	Or near offer
LHD	Left-hand-drive
LSD	Limited-slip diff
NOS	New old stock
O/D	Overdrive
Part-ex	Part-exchange
PAS	Power steering
S/S	Stainless steel
T&T	Taxed and tested
VGC	Very good condition
WHY?	What have you?

Looking for your next project?
See page 124

How to

Repair the rear quarter panel

Part 2 of 3

Last month we sorted the front with repairs to the A-panel as part of our mammoth sill section replacement, this time we turn to the rear...

Words and Photos Classic Ford

In the January 2025 issue we began what feels like an epic task of sorting out the sills on a Mk1 Cortina, using repair sections from Ex-Pressed Steel Panels and the Mk1 Cortina Owners' Club, as well as making our own. However, in order for us to repair the front of the sill and the inner sill, we had to make the A-panel sound as well — simply because the outer sill skin joins onto it and the A-pillar goes over the top. And the same applies to this month's saga — only it's the turn of the rear quarter panel.

It didn't actually look too bad at first — there was some rot in the wheelarch lip — however the bottom section was full of filler.

The reason? The whole of the bottom of the quarter panel was peppered with rust holes that had been filled over. This is one of those areas on a car that has to look right. The rear quarter on a Mk1 Cortina has a seam that joins along the bottom into the sill. We wanted to restore the seam so that it looked as it should, but we also thought it was a good opportunity to show how to make your own panel from sheet steel. It's a task which might seem daunting at first but with a bit of good, old-fashioned ingenuity and head-scratching we sorted it and you can too.

However, we did it in a slightly unconventional way – we welded the panel to the new sill first – we'll show you how we did that next issue – since we decided to try and preserve as much of the original sill as possible, then fitted the lot to the cr.

It worked, too, meaning you don't always have to adhere strictly to the rulebook as long as you achieve the end result. We did and here's how.

Info

Time taken:
One days

Contacts:
Ex-Pressed Steel Panels
01535 632731
www.steelpanels.co.uk

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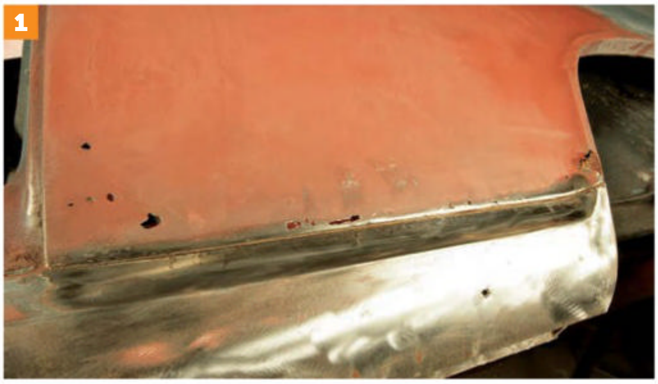
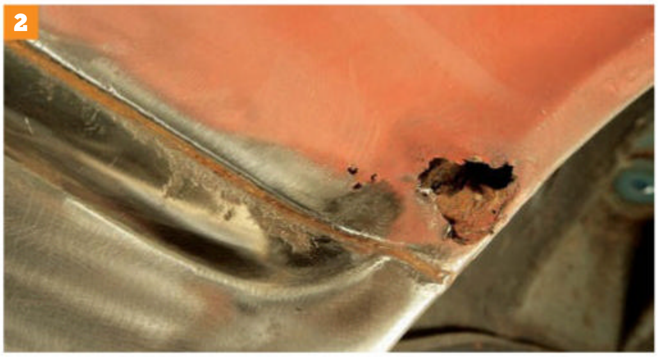
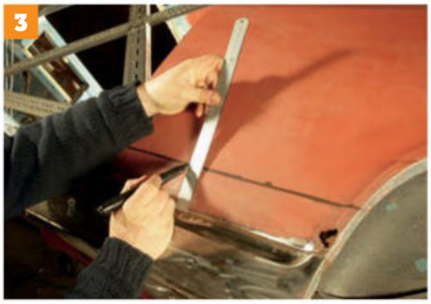


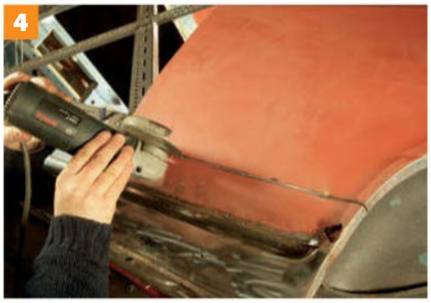
The bottom of the quarter panel is peppered with holes and difficult to repair.



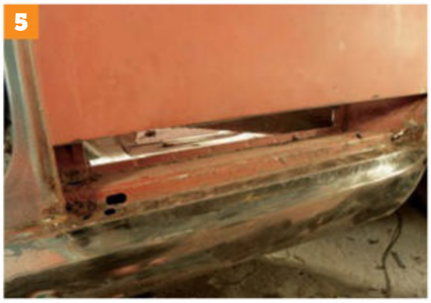
The bottom of the raised wheelarch section is holed too — and covered over with filler.



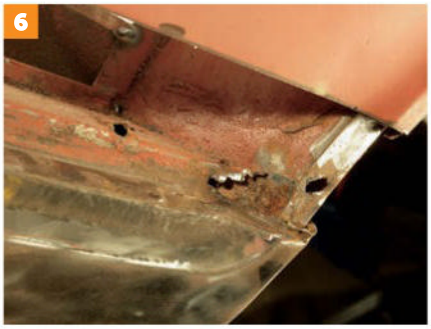
Our first job is to mark out the area we want to replace, so we measure 80 mm from the quarter panel to the seam where it meets the sill and project a line across it with a permanent marker.



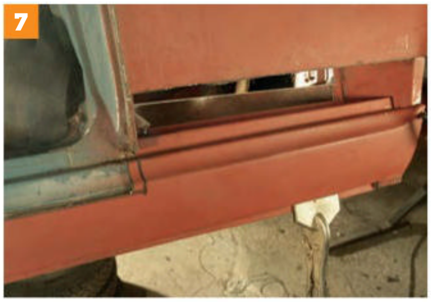
Next we cut along the line with a 2 mm cutting disc mounted in the angle grinder, then drill out the spot welds that hold the quarter panel to the sill — this has to be done from inside the car.



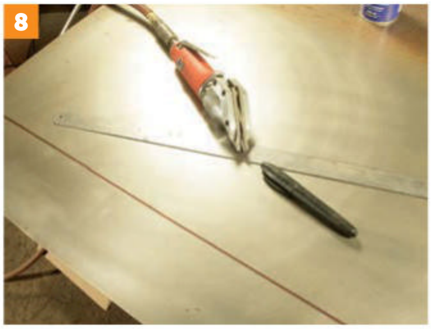
With the rotten area cut out, we can see how bad the inner sill section is — there's rot collecting behind the B-pillar while at the other end it's creeping into the wheel tub lip, too.



You can see here that the wheel tub lip actually has a hole in it, so we cut a patch section of new steel and weld it in place to repair it.

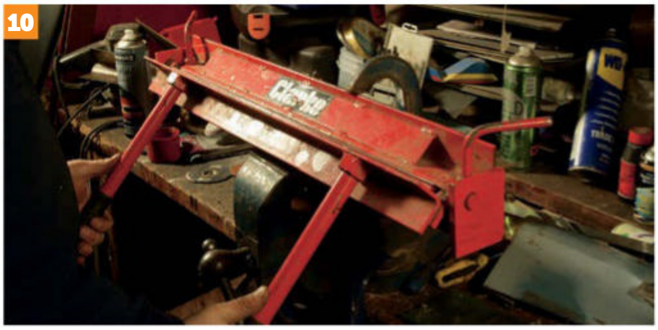


We intend to restore the sill by only cutting out the sections which actually need replacing — we've already chopped out the defective area and now we'll join the quarter panel to it.



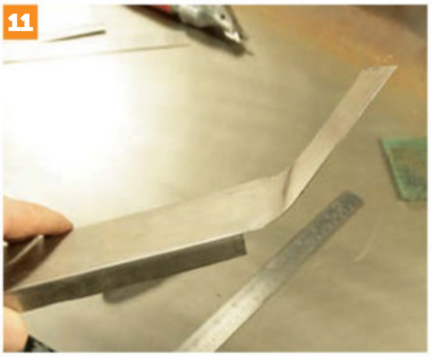
First we have to make the repair panel so we start with a section of 18 SWG sheet steel, slightly bigger than the area we need to make.

We begin by forming the return lip that makes the seam, which joins to the sill — this is 12 mm deep which we mark out first.



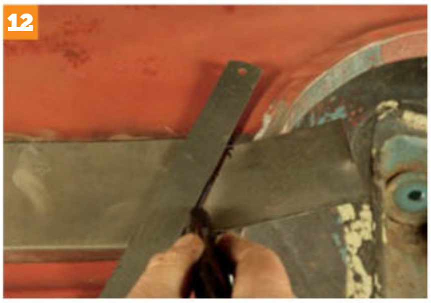
If you can affords a metal folding machine it makes it so much easier and neater. You could use a pair of sections of right-angle iron and a body hammer instead, but you're likely to get hammer marks.

11



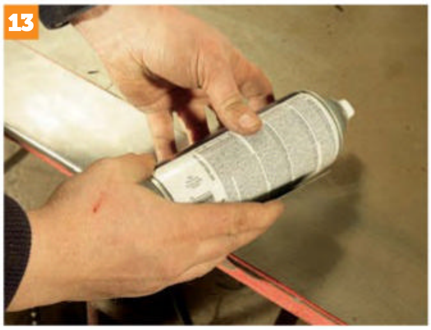
We form the return but stop it short of where the moulding forms — which is the bit we'll do next.

12



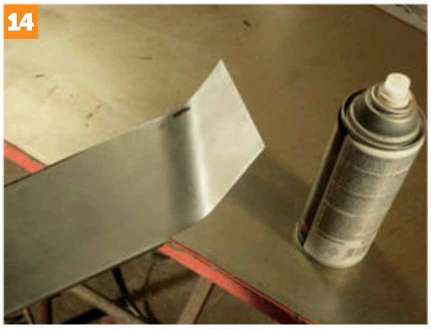
We need to form the curve at the back of the panel, which flows into the wheelarch — this is canted at an angle, the centre line of which we roughly mark out.

13



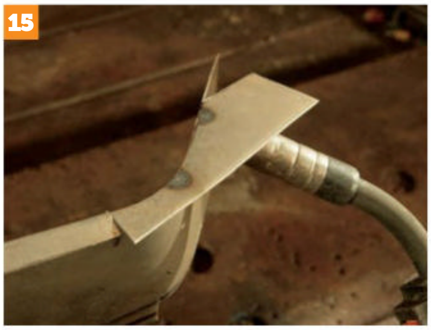
We're not averse to using anything lying around to do the job and it turns out that the curve of a paint can matches that of the moulding.

14



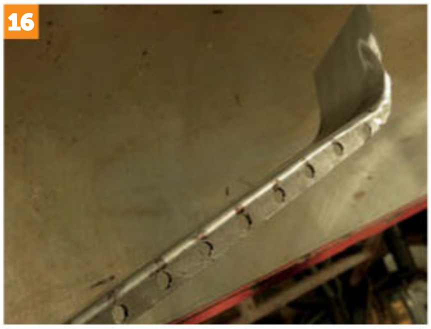
So with a bit of tweaking we are able to match the curve quite well. We'll form the actual wheelarch lip on the car, though.

15



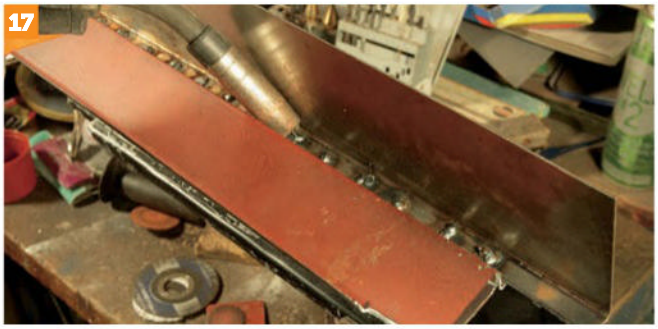
Next we form the lip return around the curve, shaping a small piece of steel to that of the curve in the sill and welding it to our repair section.

16



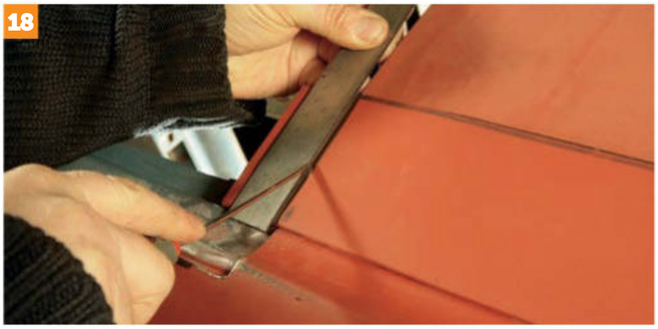
We drill some 4 mm holes in the return lip and space them 25 mm apart so we can plug-weld the new panel to the sill instead.

17



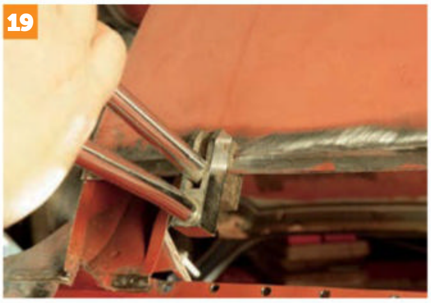
Using soft jaws so we don't mark the outside face, we mount the sill in the vice, line our repair panel up to form the seam and plug weld the two together.

18



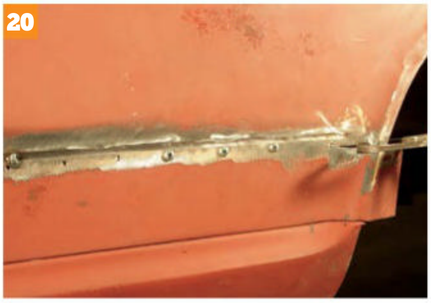
We'll show the sill section being fitted next issue but it fits in such a way that our repair panel overlaps the existing quarter panel, so we mark the overlap and that of where the panel folds into the door shut.

19



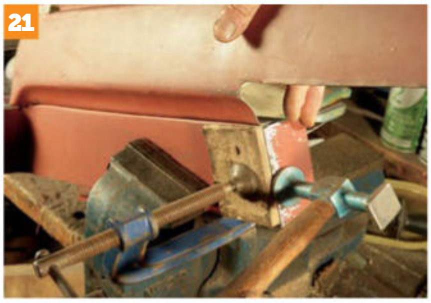
The overlap is taken care of by using this joggling tool to put a flanged step in the existing panel — this is 1 mm deep and allows the new panel to sit over it so that it's flush.

20



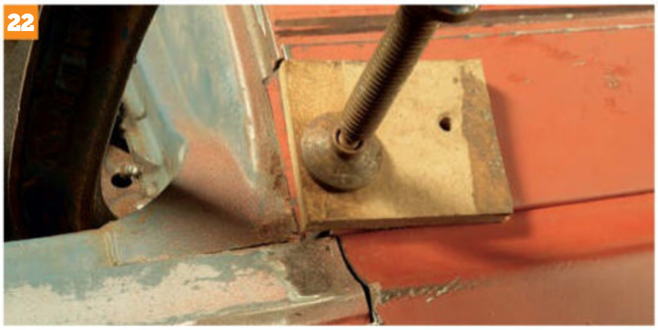
We will seam weld the two panels together but to pull them up flush, drilling through both skins and fastening them together by screwing in a series of self-tapping screws.

21



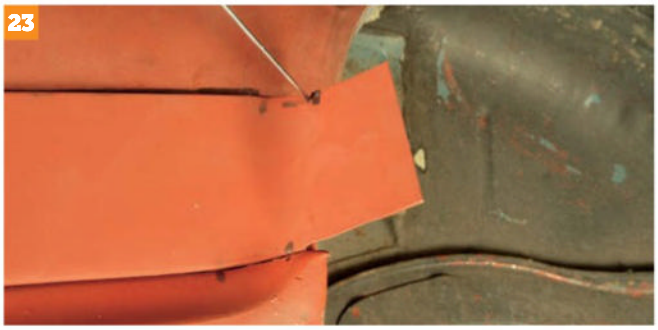
Next we need to form the return lip that folds around the B-pillar. We do this off the car by clamping a block of wood along the crease and folding it around.

22



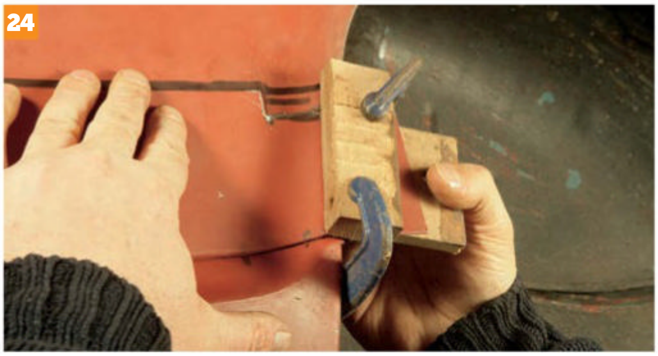
Next we fit the panel back on the car and pull the two panels up with a G-clamp, helping the sill moulding line up. We're using a block of wood to spread the load and prevent marks to the panel.

23



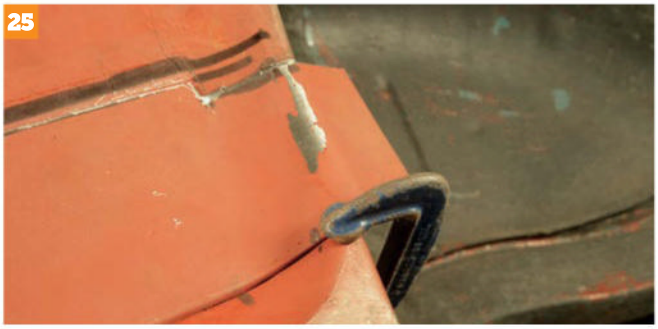
Moving to the other end we tackle the wheelarch lip return but we need to accurately mark out the position where the fold starts and finishes — this forms a straight line which we'll bend...

24



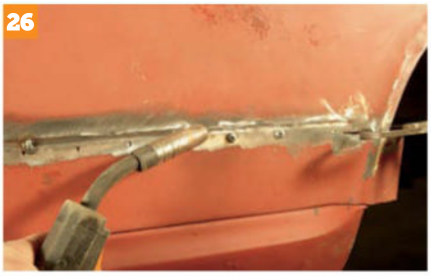
...By using tow blocks of wood the length of the line with small G-clamps, one above, one below the crease line — a slight bend is all that's needed.

25



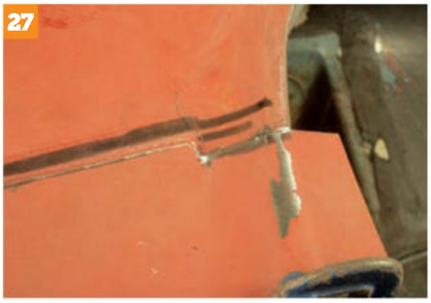
Just a few more tweaks and we can start welding. G-claps are often necessary to make sure the sill and quarter panel are pulled into the inner wheelarch lip.

26



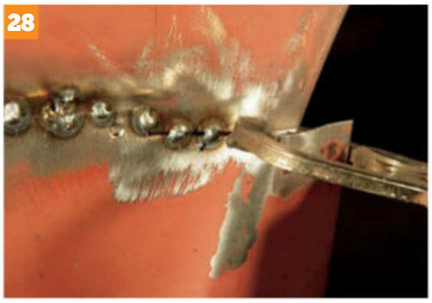
Once we're happy it's all aligned, we begin by tacking our joggled edge together — weld small sections at a time making sure each has cooled before you weld in the same place to avoid heat distortion.

27



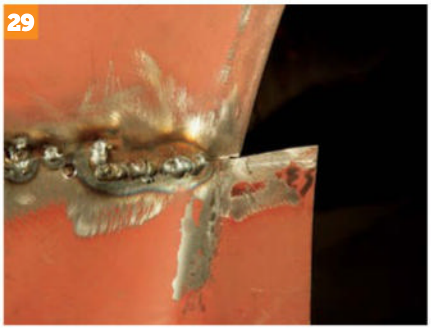
Next we tackle joining the curved section — note that we've stopped the joggled edge overlap short. The actual join will be butt-welded together with a seam.

28



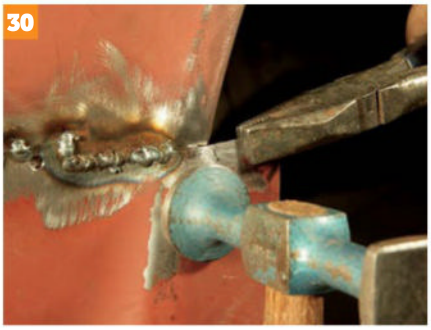
We begin by aligning the two surfaces together with a welding clamp — they just need fettling to make them exactly flush. We've opened the gap up a bit to allow the weld to flow into it.

29



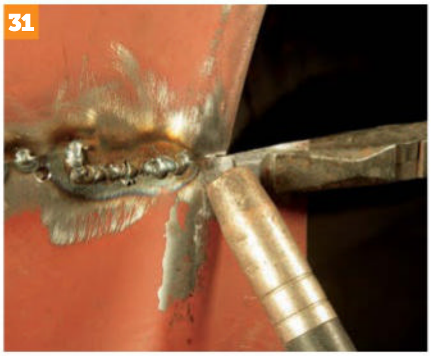
Once we've tackled the length of the curve we go back and carefully finish-weld to control the heat.

30



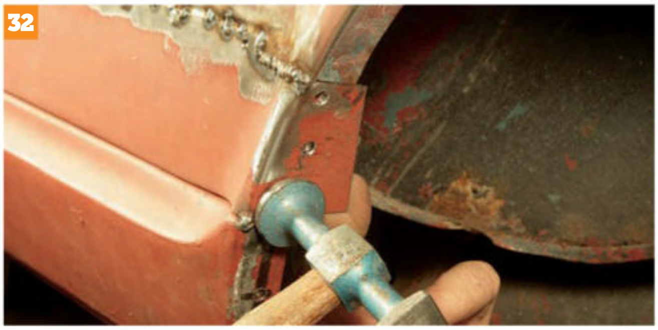
Then we do the same to the return face — first of all we tweak the two together with a pair of pliers and a flat-faced body hammer.

31



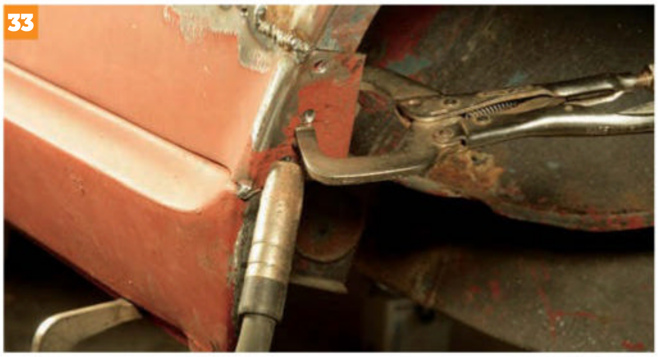
Then we tack them again followed by finish-welding the seam.

32



The final bit of this section is to fold back the inner lip with a body hammer — since the piece is fixed top to bottom. This folds up easily and forms into the inner wheelarch lip.

33

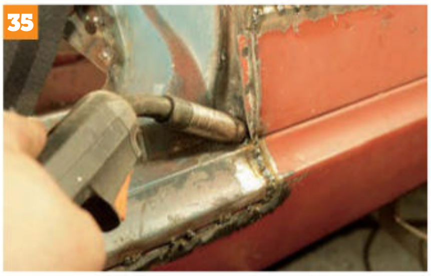


We'd previously drilled some plug-weld holes into the return lip, which we now weld to the inner wheelarch lip.

34

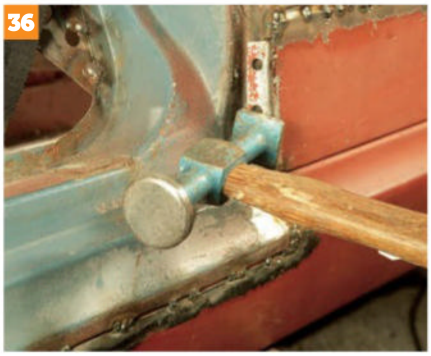
Lastly we cut the excess off with a cutting disc and dress back the welds with a 3M Roloc disc in an air sander — you can do the same — carefully — with a soft pad in a grinder.

35



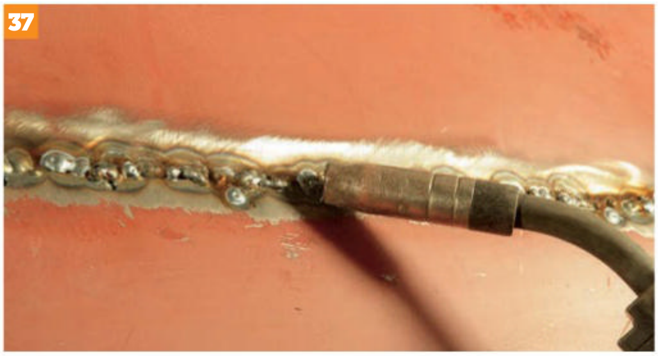
We're not quite finished yet because we still have the front B-pillar section to do — we weld the join of the new sill section to the old (see next issue) so that the seam is hidden behind the B-pillar.

36



Then we fold the lip back and plug-weld it to the B-pillar, then dress the welds back flush.

37



This just leaves us with the tasking of seaming the whole section shut — small sections at a time to control the heat and distortion.

38

Once complete we dress all the welds back, first with a grinding disc to get the worst off.

39

Then a soft pad and a Roloc disc in the air sander to do the detail work.

40

NEXT ISSUE
THE SILL SECTION

We've only metal-finished this area so far — it will need a thin skim of filler and prep-work to get 100 per cent right, but we're virtually there.

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THE RIGHT STUFF

Words and Photos Dan Sherwood

Classic Fords restored: A stickler for the smallest details, when it came to building a period-perfect Capri 3.0S to relive his youth, Bob Davison called on the equally fanatical Steve Mangham to bring his vision to life.

With most things in life, there's getting things done, and then there's getting things done right. For some people, there's very little to distinguish between the two — after all, if something works, then why worry about the finer details? But for a certain slice of the population, this distinctly nonchalant attitude just simply won't cut it. For these acutely-driven people, you either do it right, or not at all. And when it comes to restoring classic cars, that void between 'done' and 'right' is a chasm as wide as the Grand Canyon.

"I've always been a bit detail-obsessed, especially with my cars," laughs electrical engineer Bob Davison, when we meet him and his immaculately-restored, 1981 Capri 3.0S outside the nondescript premises of SM Classic Car Restorations in Doncaster. "So when I decided I wanted to commission a build to restore the car of my youth, it was not a job that could just be thrown together by anyone. It had to be done right."

The car that initially ignited Bob's passion for Ford's long-nosed coupe was a Jupiter Red Mk3 3.0S that was owned by a friend. He let Bob take the car out for a drive and immediately he was hooked. "As soon as I got out, I knew I had to have one," Bob remembers. "It just blew me away! The power, the handling the sleek styling and the growl from the Essex V6, it was the perfect package."

And just six months later, an orange 3.0S with a black vinyl roof was purchased and was given pride of place on the Davison driveway. That was back in 1983 when Bob was just 19-years-old. Since then he's owned a string of cool Mk3 Capris and still has five that remain on his personal fleet to this very day. "I've got two 1980

3-litre Ghias — one auto and one manual — a 1987 2.8i Special and a 1984 2.0S," he reveals. "They are all decent cars but none of them can hold a candle to the 3.0S."

Stashed away

Wanting to ensure his plan for a period perfect homage to the 3.0S from his youth would remain as original as possible, Bob started stockpiling a mountain of new-old stock panels and parts that he kept in preparation for finding a suitable car to act as the base for the build. "I knew that there would be few, if any, cars out there that would fit the bill without needing major restoration work," Bob says. "Most have either corroded away to dust or have been inflected with years of bodged repairs and non-original parts, so finding one that would work for the project was a time-consuming task."

It would be eight long years before Bob found a car he felt was up to the task, it was far from perfect, but it was completely original.

"My friend, Charlie Chisholm told me about a Graphite Grey 3.0S that had been off the road for around eight years and stored locally in a garage," Bob recalls. "It was a non-runner and was looking a little worse for wear, but otherwise it was as original as when it left the factory."

Bob bought the car from its previous owner in June 2020, just as the world was in the grip of the Covid pandemic. He trailered the car home to his own garage, where it sat for a further two-years until restrictions had eased and he found someone worthy of undertaking the mammoth task he had planned.

"I finally had the right car, plus a mountain of new parts all ready to go,

→

so all I needed now was to find the right person to do the restoration to my standards," Bob explains. "It was while hanging out with the guys from the Kings Lynn Capri Club that Steve Mangham's name was mentioned."

As the owner of SM Classic Car Restorations, Steve is the UK's go-to guy for flawless Capri restorations and came highly recommended by the guys in the club, so Bob travelled to SM HQ in Doncaster to see if Steve's work cut the mustard.

"As soon as I got down there I knew I was in the right place," he beams. "Steve has the same pedantic meticulous approach to cars that I do, so I knew there would be no stone left unturned in the build of the 3.0S and the quality would be concours standard."

Bob dropped off the car — and his smorgasbord of new old stock parts — to Steve in January 2023 and let the magician work his magic. In no time, Steve had stripped the Capri to a bare shell before sodablasting in order to get a better look at what they were dealing with.

"A lot of cars can look pretty reasonable from a distance, but once you start pulling them apart they soon reveal just how bad they really are," says Steve with a smile as he joins us outside with a cuppa. "Bob's was no different, and once the paint and filler were removed I found a few poor-quality repairs, as well as some small areas of rust hiding

Above: is there a finer classic Ford profile?

Bob's 3.0S wears its Carla check interior with pride.

“A LOT OF CARS CAN LOOK OK, BUT ONCE YOU START TAKING THEM APART YOU FIND OUT JUST HOW BAD THEY ARE”

underneath.” While certainly nowhere near as bad as most of the donor vehicles that Steve has to work with, Bob was adamant that a simple patch up job on the problem areas would not suffice, and only pure perfection would be up to his stratospheric standards.

“As they say, the customer is always right,” chuckles Steve. “So we set about working our way through the car from the bottom to the top replacing almost every single panel with Bob’s collection of new-old stock items, or brand-new panels from Ex-Pressed Steel Panels.”

“In fact, the only panels left from the original car are the scuttle panel and the firewall and transmission tunnel. Like Trigger’s broom, literally everything else is new.”

Recreating a complete car like this is hard enough as it is, but also making sure that every part and panel is installed exactly as it would’ve from the factory, just takes the whole process to another level entirely.

“It was crucial that all the little details be period correct,” Bob explains. “I think the only part that deviates from the original 1981 specification is the passenger door lock, which is a later item which I allowed as it offers enhanced security over the older lock. But other than that, it’s spot on!”

One of the hardest original panels to source was the roof, which necessitated Bob travelling all the way to Amsterdam in the Netherlands to collect it, because that was the only one he could find.

With its new roof installed the shell was finally complete, so Steve sent it off to Sandall Car Care in Doncaster for a fresh coat of original Graphite Grey paint, a job they completed with flawless results. With the paintwork looking stunning, the shell was then sent back to Steve for the meticulous rebuild process to begin.

“The rebuild began by adding additional Dynamat sound deadening to the floor before the original glass and a new front screen were bonded in place,” Steve recalls. “I then installed the refreshed lights before moving on to the underside of the car.”

Take a peek under the arches and the Capri’s undercarriage is just as perfect as the paintwork, as Steve has painstakingly restored or replaced every item from the suspension and braking systems to the fuel tank and rebuilt transmission and rear axle. “The wiring loom was fitted

→

Much care was taken refitting the original interior, with items like the Recarios retrimmed where required.

RESTOLOG

It took a long time for Bob to find the right 3.0S, and even then he knew there was a lot of work ahead.

As-found, the Capri was complete and, importantly for Bob, largely untouched. Ripe for a rebuild, then.

Fortunately, he had amassed a whole hot of new-old stock panels in anticipation of this!

Steve wasted no time in stripping the shell and getting it sodablasted which revealed much rot.

Extensive panelwork complete, the shell was then prepped and painted in original Graphite Grey.

Steve then commenced the refit, including adding Dyanmat to make the interior an even quieter place.

"THE LEVEL OF DETAIL IS JAW-DROPPING — I COULD NEVER HAVE IMAGINED IT WOULD TURN OUT AS GOOD AS IT HAS"

before the interior was put back in," says Steve. "It was retrimmed by Cherry Upholstery in Sheffield with new orange Carla check cloth that is an exact recreation of the original Recaro cloth."

The engine was one of the last areas to be addressed, and, as you can expect, it was also treated with the same attention to detail as the rest of the car. Fully rebuilt

PAY IT FORWARD

HELPING FELLOW RESTORERS

So large was Bob's burgeoning collection of new old stock parts, that after the 3.0S build, he still had a host of parts left over, almost enough to rebuild a whole other Capri! "I considered getting stuck into another Capri restoration, but I've a classic Wolseley tucked away in my lock-up that's craving my attention first, so the second Capri project has been shelved, for now," he says. But rather than just let the unused panels gather dust and a case of the red rot in his garage, Bob sold on the panels to a fellow Capri enthusiast, so they could go towards another extensive restoration and keep another Capri on the road and away from the scrapyard. Automotive altruism at its finest!

TECH SPEC

1981 CAPRI 3.0S

Engine: Rebuilt 3-litre Essex V6
Transmission: Rebuilt four-speed manual gearbox
Suspension: Fully restored, standard
Brakes: Front discs and rear drums
Wheels & tyres: 7x13 inch four-spoke Ronal RS alloys with 205/60R13 Nankang tyres
Top Speed: 121 mph
0-60 MPH: 8.5 seconds
Price when new: £5999

RESTO CONTACTS

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Ex-Pressed Steel Panels
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Kings Lynn Capri Club
www.kingslynncapriclub.co.uk

Sandall Car Care
01302 886049, www.sandallcarcare.co.uk

SM Classic Car Restorations
07927 577356, www.smclassiccars.co.uk

7x13 Ronals and 205-section tyres fill the Mk3's arches nicely.

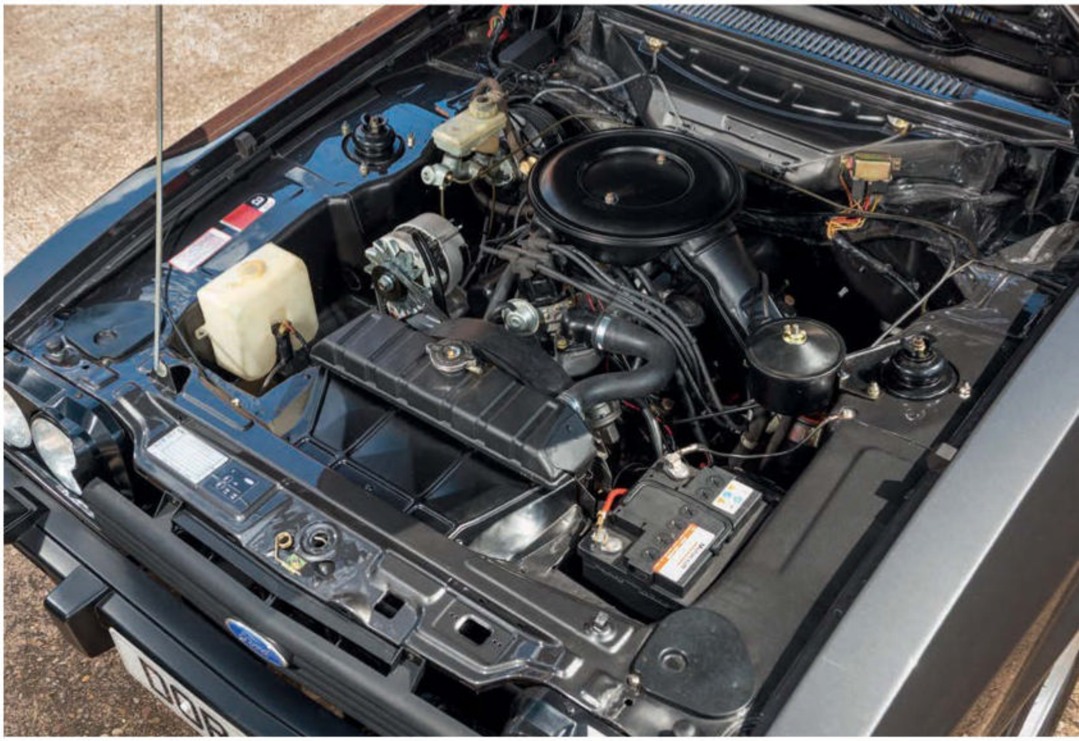
and repainted, including all new internals, bearings and piston rings, an uprated oil pump and alloy timing gears as well as converting the head to run unleaded fuel, the 3-litre Essex V6 looks better than when it left the factory, and sounds just as fruity, too!

"I was blown away with the Capri when Steve dropped it off to me after it was finished," remembers Bob. "The level of detail was just jaw-dropping. I'd visited Steve on a number of occasions as the build was progressing, and was always impressed with his uncompromising attitude to his work, but even then, I could never have imagined it would turn out as good as it has."

It may have been more than 10 years in the making; from collecting the rare parts, finding the right base car and then tackling the meticulous restoration, but the result is more than worth it. By combining a pedantic approach to restoration with a passion for Ford's eternally classy coupe, Bob and Steve have proved that having an obsessive Capri disorder is definitely the best way to get the job done, and get it done right!

Thanks to: Gary Baxter Autobodies for the loan of the trailer. **CF**

The fully-rebuilt and superbly-detailed Essex V6 runs as good as it looks.



CAPRI 3.0 S
DOR 811W

Top 10
INSURANCE TIPS

There are lots of ways you can keep insurance premiums down. Here are 10 tips on how you can do it effectively and still come away with the right policy for you and your classic Ford.

1. Don't just renew
It's all too easy to let the direct debit continue and sign up for another year with your existing insurer. Before you do though, have a look at quotes from other insurers. If they come in cheaper and you don't want to switch, call your existing insurer, quote the cheaper prices and quite often they will be able to bring your renewal quote down to a similar level.

2. Look at classic insurance
They're often tied into Agreed Value, limited-mileage polices but classic insurance specialists can offer some great-value policies. Most class a vehicle eligible for classic insurance as being over 20 or 25 years old, but some allow exceptions for modern classics, so do your research before you dismiss a classic insurance policy out of hand if you own a newer Ford.

3. Know the market
Don't assume the same people who sort out your house insurance will always understand the exclusiveness of your Puma Racing. Do your research and make sure that they know your Ford isn't just any old car.

4. Disclose all modifications
Even minor modifications such as an aftermarket air filter should be disclosed, or the insurance company could refuse to pay out if the unthinkable happens. It's worth noting that not all modifications will necessarily increase your insurance premium.

5. Get Agreed Value
Where possible, go for a policy from a company that will give you an agreed valuation, so your Ford is insured for what it's actually worth.

6. Join a club
Many insurance companies offer cheaper schemes and policies through affiliated car clubs, because they recognise that club members are enthusiasts who care about their cars.

7. Limit the number of drivers
Try to limit the amount of drivers covered on your insurance policy - if it's your car, then the insurance company will understand that you are going to drive it with the knowledge that you've paid for it.

8. Do less miles
There is the temptation to drive your cherished Ford everywhere, but picking the right moments can lead to saving money on insurance. A reduction in mileage means there's less risk involved and insurance companies will pick up on that fact. Always be honest with your yearly mileage, as you don't want to run the risk of it affecting a claim.

9. Invest in security
Immobilisers, GPS trackers, steering locks or anything that will stop those light-fingered scumbags having away with your Ford is worth doing, and quite often will be a requirement for an insurance policy. They may even ask what type of locks are fitted to your garage doors.

10. Don't over-value your car
Overvaluing a classic Ford when applying for an insurance quote could lead to an increase on the premium price. Most cherished Fords tend to hold their value, but you should be cautious in how you rate one.

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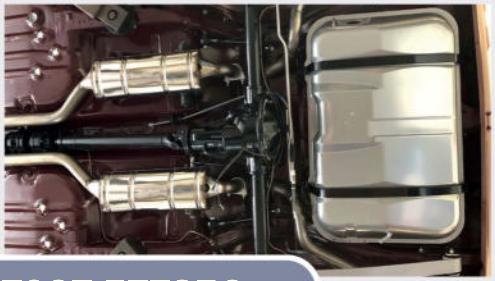

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Classic Ford
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Classic Ford
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NOVEMBER 2024

Great Unveiling special: Mk2 Fiesta, Mk2 Mexico, Mk1 Escort, Mk2 Granada; **How to:** baffle a sump; **Heritage:** Turbo Technics Capri 2.8i; **Restored:** Cortina GXL; **Buyer's guide:** Puma 1.4/1.7

Classic Ford
DREAM MACHINES

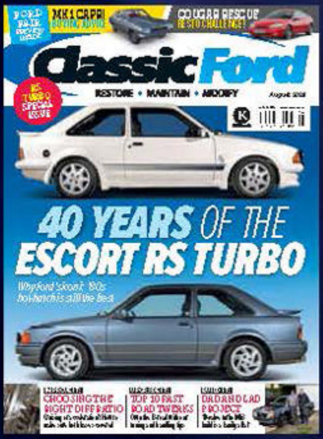
OCTOBER 2024

Dream Fords special; ST170 Mk2 Escort Van; Zetec Anglia 105E; **How to:** repair chassis rails; **Heritage:** Capri 1600L; **Restored:** Escort Harrier; **Buyer's guide:** Consul V4/V6

Classic Ford
PROJECT CARS SPECIAL

SEPTEMBER 2024

Project cars special; Broadspeed-style Anglia 105E; **On test:** electric polishers; **Heritage:** Escort Monte; **Tech:** Pinto tuning; **Restored:** Escort XR3; **Buyer's guide:** Mk2 Fiesta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40 YEARS OF THE ESCORT RS TURBO

AUGUST 2024

40 years of the Escort RS Turbo; Samuri Racing Mk2 Capri; **How to:** choose a diff ratio; Turbo May Taunus 20M; **Tech:** turbo basics; **Restored:** Cougar V6; **Buyer's guide:** Mk1 Capri

Classic Ford
SHOW STOPPERS!

JULY 2024

Summer special; Classic Ford Show report; Spender's Sapphire Cosworth; **Grafter:** eBay's Mk1 Transit; **Heritage:** Cortina 1600L; **Tech:** steel engine internals; **Buyer's guide:** Capri 2.0S

Classic Ford
RETRO POWER

JUNE 2024

Retro tuning special; Duratec turbo Mk2 Escort; **Homebuilt Hero:** Mk2 Granada Estate; **How to:** rebuild 'bike carbs; **Motorsport:** Safari Cortinas; **Buyer's guide:** Sierra 4x4

Classic Ford
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MAY 2024

Weekend Fords; M57 Mk2 Cortina; **Restored:** Mk2 Zodiac; **Heritage:** Granada Coupe; **How to:** fit a Crossflow cam; **Motorsport:** Puma race car; **Buyer's guide:** Mk1 Transit

Classic Ford
55 YEARS OF THE CAPRI

SPRING 2024

55 years of the Capri special; Granada collection; **How to:** buy replacement engines; **Heritage:** Mk1 Escort Mexico; **Motorsport:** Boreham in 1969; **Buyer's guide:** Mk2 Lotus Cortina

Classic Ford
CLASS OF 2024

APRIL 2024

Class of 2024; Pinto cam test; **How to:** refurb RS four-spokes; **Heritage:** bulletproof Mk2 Granada; **Motorsport:** Team Broadspeed Escorts; **Buyer's guide:** Capri RS3100

Classic Ford
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MARCH 2024

2024 events guide; Cosworth Mk1 Escort; **How to:** repair A-pillars; **Heritage:** Mk1 Escort Estate; **Motorsport:** record-attempt Corsair; **Buyer's guide:** Mk2 Capri Ghia

Classic Ford
BUILT NOT BOUGHT

FEBRUARY 2024

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Classic Ford
SIMPLY THE BEST

JANUARY 2024

Classic Ford Awards; scale models; **On test:** grease guns; **Heritage:** Cortina 1600E; **Tech:** camshafts; **Motorsport:** Group 1 XR6; **Buyer's guide:** Corsair 2000E

Classic Ford
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DECEMBER 2023

Cars of the Great Unveiling; Mk1 Capri base; **How to:** diagnose K-Jetronic; **Heritage:** Sapphire Cosworth 2wd; **Motorsport:** RS500 track car; **Buyer's guide:** Mk2 Zephyr/Zodiac

Classic Ford
MK1 MAGIC

NOVEMBER 2023

Engine tuning special; AMR-style Mk1 Escort; **How to:** repair rear quarters; **Restored:** Mk3 Cortina GXL; **Motorsport:** Ford's Group A Sierra Cosworths; **Buyer's guide:** Mk3 Scorpio Cosworth

Classic Ford
Perfect PROJECTS

OCTOBER 2023

Project cars special; Atlas axle know-how; **On test:** brake pipe flaring tools; **Heritage:** Taunus TC GXL; **Motorsport:** 1968 Londton to Sydney Marathon; **Buyer's guide:** Mk2 Transit

Classic Ford
ZETEC SPECIAL

SEPTEMBER 2023

Zetec special; Mk2 Transit 4x4; **How to:** replace rear wheel bearings; **Restored:** Mk2 Capri GL; **Motorsport:** Ford's service barges; **Buyer's guide:** 100E Popular/Anglia

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BUYER'S GUIDE

RACING PUMA

With just 500 built, and with a whole host of trick parts, Ford's pumped-up Puma is very special indeed. Here's what to check if you're in the market for one.

Words Classic Ford **Photos** Matt Richardson

Buoyed by the reaction to the unveiling of the Puma ST160 concept at the 1999 Geneva Motor Show, Ford's executives greenlighted a production run of 1000 cars that would become known as the Racing Puma.

Staying true to the concept, which had been hastily screwed together by Ford's Boreham engineers to showcase newly-developed performance kits for the Puma, the Racing Puma debuted the following year with more power, Sparco seats, motorsport-style wheels and extended rear quarters and front wings.

But while Boreham developed the idea, the build of the Racing Puma was farmed out to Tickford, with near complete, Imperial Blue-finished cars shipped to the coachbuilder's Daventry-based production facility.

Whereas the concept was said to develop 160 bhp — hence the ST160 name — the 1.7-litre Zetec SE-engined Racing Puma was all-in at 153 bhp. Producing a healthy 28 bhp over the standard Puma, the extra power was generated via higher lift camshafts, a remap and new inlet manifold and exhaust. Literally topping off the engine's modifications was a manifold cover that featured the car's individual build number.

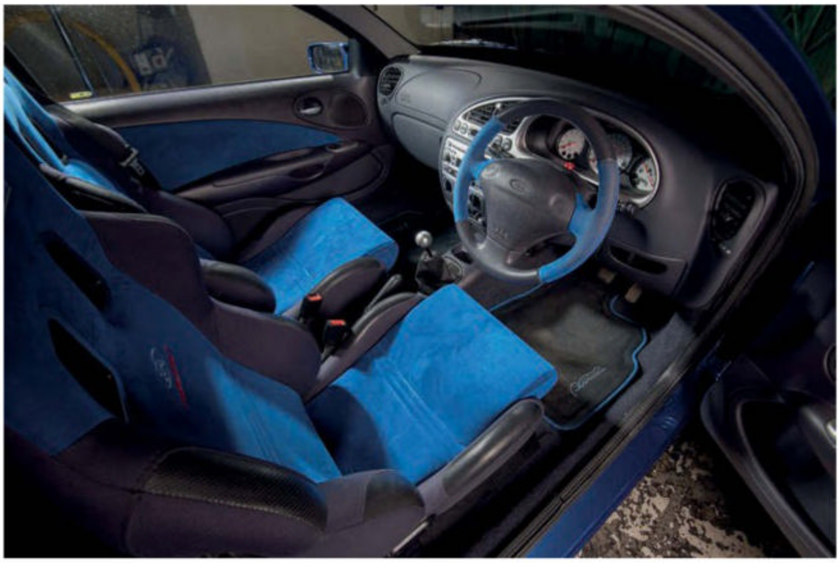
A tweaked version of the slick-shifting IB5 gearbox channelled the power through extended driveshafts — necessitated by the increased track and body width — which then turned 7.5x17-inch Speedline alloy wheels.

Braking was provided by 295 mm ventilated discs twinned to race-spec Alcon four-pot callipers on the front and 270 mm solid rear discs, while Eibach suspension completed the drivetrain upgrades. Tickford also swapped the front wings for wider aluminium versions and stitched the steel flares into the rear quarters, before adding suitably wider glassfibre bumpers and a front splitter. Budget constraints limited interior modifications, but a smattering of blue alcantara adorned the unique Sparco bucket seats, steering wheel and door panels.

Other than it being felt that the Racing Puma was arguably a tad underpowered, the only real criticism was the price. At a chunky £22,750 — a 50 per cent increase over that of a standard 1.7 Puma — it was no surprise that it was a slow seller and production would only run to 500 examples.

Rust, age and accidents mean less than 300 are thought to survive and the best cars now command close to the original asking price. The days of a cheap Racing Puma are long gone, but the pumped-up coupé is one fat cat that can justify its cost.

> **"THE RACING PUMA'S EXTRA POWER WAS GENERATED BY HIGH-LIFT CAMSHAFTS AND NEW INLET AND EXHAUST MANIFOLDS"**



INTERIOR

Sparco seats' alcantara inserts are often stained and bolster wear is common. Also ensure the seats' fragile tilting handles and harness surrounds are in one piece. Second-hand seats are scarce, with even those that need work costing as much as £1000 per pair, and it's equally hard to replace the exclusive blue-trimmed floormats. Like that of the seats, the alcantara of the steering wheel is prone to becoming grubby, while the wheel's stitching tends to fall apart and the fibres of its material become matted together. The rest of the trim is stock Puma, but it can still be tricky to find good, used plastics in the right shade.

ELECTRICS

Air conditioning can fail completely and it's not unusual for its outlet pipes to become blocked, causing water to leak into the footwell. Heaters can develop several faults, commonly only working on one setting due to a burnt-out resistor pack or producing no heat or only full heat because of a faulty control valve. If the airbag light stays illuminated, then the usual cause is a faulty airbag ECU module.

GEARBOX

Other than shotpeened first and second gears, plus different ratios, the IB5 'box is the same as that of the standard Puma. Rumbling bearings are a sure sign of advanced wear, and it's third gear that is most likely to get noisy and develop synchromesh issues. Look for staining or drips as it's not unusual for the oil seal to fail. Correct Ford LSD is a desirable option with circa 100 cars thought to be so equipped, either from the factory or retrofitted. If fitted at the time of manufacture, there will be a white or yellow sticker next to the red FRP-spec gearbox sticker.

BRAKES

A lack of dust shields mean the Alcon callipers need regular stripping, servicing and rebuilding. They are prone to rust too, and saving a poorly-maintained pair can be very expensive. Like the callipers, genuine front discs are obsolete, but it's unlikely that any car is running its original rotors. Several OE-spec, or superior, replacements are available. Fixing worn rear brakes isn't usually an issue, as it's a mis-mash from the Ford parts bin, including Mk1 Focus callipers and discs.

BODY

Most cars will have seen body repairs by now. Corrosion is especially likely in the floorpan, including the boot floor, sills, around the fuel filler cap and where the arch extensions join to the rear quarters and meet the sill stiffeners. Rust in the rear quarters is particularly expensive and complex to rectify, with the true extent of it usually only being visible by removing some of the interior trim and viewing the metal from behind. Despite the limited number of survivors, reproduction rear quarters are available at circa £1000, with repair sections for the often rotted lower areas at £150 each. Replacing the easily damaged and corrosion-prone aluminium front wings is a lot harder – the only current options being second-hand or fibreglass items. Fibreglass bumpers are susceptible to damage, with the front's grilles also tending to rust, although reproduction versions are available.

SUSPENSION

Expect pin sharp steering – anything less and the usual culprits are worn track rod ends and tired rubber bushes, especially if there's any accompanying clunking. That said, don't be too concerned over any noise on full lock as it's a known trait of the Racing Puma. Original springs and dampers are long obsolete, the usual and accepted fix being to replace worn items with coilovers. Many will already be so-equipped, so ensure it's good quality kit and set at the factory height so as not to compromise the handling.

ENGINE

Regular maintenance and the correct grade of oil are vital to the Zetec SE. Look for coolant around the spark plugs – it's a sign of blown core plugs – and listen for noise from the cambelt tensioner. After 20 years there should be circa four cambelt services in the history, as the belt needs changing at 80,000 miles or every five years. If the engine hunts up and down, especially on seldom used examples, expect the Throttle Position Sensor (TPS) to be sticking, while any cutting-out when slowing to a halt points to a gummed-up idle speed control valve. If the factory exhaust is still in place, check it for corrosion – the mid-section being prone to rusting at the hanger joints and the rear silencer tending to rust around its back.

ONE TO BUY

Price: £14,000
On sale at: www.carandclassic.co.uk
For: History, significant past restoration work
Against: Some rust, minor trim issues

Racing Puma number 330 was subject to £5000 worth of restoration work in 2016, which included an engine-out inspection, refurbishment of the Alcon brakes and welding to the sills. The car has covered circa 3000 miles since, with a recent oil change and new alternator being the latest entries in the comprehensive history. There is slight rust around the filler cap and the arches, plus several marks to the paint. The seats are said to be in good condition, although one of the handles is broken, and the original mats come with the car. The Puma has covered 106,000 miles and has a clean MoT until February.

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www.allisonautomotive.co.uk

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Ford Racing Puma Owners' Group
www.facebook.com/groups/racingpuma

Passionford
www.passionford.com

Project Puma
www.projectpuma.com

Puma People
www.pumapeople.com

Racing-Puma.co.uk
www.racing-puma.co.uk

Racing Puma Owners' Club
www.fordracingpuma.com

VALUES

£12,000-£13,000	£13,000-£16,000	£16,000-£20,000+
Roadworthy cars	Tidy to good examples	Excellent FRPs

TECH SPEC

Body
Three-door coupé, pressed steel monocoque, aluminium front wings, wider rear quarters in steel

Engine
1679cc, four cylinders, in-line, four valves per cylinder, double overhead camshafts, driven by external toothed belt, alloy cylinder head and block, sequential electronic fuel injection
Power: 153 bhp @ 7000 rpm, 119 lb.ft @ 4500 rpm

Gearbox
IB5 five-speed manual, optional LSD

Suspension
Front: independent via MacPherson struts with uprated Eibach coil springs/dampers, anti-roll bar, track increased by 35 mm per corner compared to standard Puma.
Rear: semi-independent twist beam with strut-type Eibach coil spring/damper units, spacers, track increased by 45 mm per corner compared to standard Puma

Steering
Power-assisted variable ratio rack-and-pinion, 2.9 turns lock-to-lock

Brakes
Vacuum servo-assisted dual circuit hydraulic. Electronically-controlled four-channel brake distribution, ABS.
Front: 295 mm vented discs, Alcon four-pot callipers, Mintex 1144 pads.
Rear: 270 mm solid discs, 1144 pads

Wheels and tyres
Speedline 7.5x17 inch multi-spoke alloys, Pirelli P7000 215/40/17 tyres

Performance
Max speed: 126 mph
0-60 mph: 7.9 seconds

Price when launched
£22,750

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CURRENT LISTINGS

FORD FOCUS

2010, 107000 miles, £2,200. This is my Ford focus 1.6 tdci style for sale it's been a great car ever since ownership great mpg and £35 a year road tax very clean car all round the engine, gearbox is in great condition including Cambelt water pump and fall service history the car will have a new mot as from the 18th of November 2024. Air conditioning recon pump fitted new aux belt and rear windows tinted body work is in good condition for its age. If you have any messages or questions please don't hesitate to message me, you can have the car as it is if you want or happy to put 12 months on it for new owner, ideal work car or family car. Please call 07501994969, South West.

125108

FORD FOCUS

£1,050. "Edge" 1560cc diesel 6-speed 115 BHP, April 2013, HPI clear, MOT 19th September, alloys, 2 remote keys, elec windows, winter antifreezed, 2 previous owners, £20 tax, 186k. Please call 07793 057069, South West.

123511

FORD ANGLIA

1968, 29000 miles, £15,000. Super 1200, excellent condition throughout, documented refurbishment several years ago, leather interior on original seats to original spec, not many of these left in this condition. Please call 07885298529, South East.

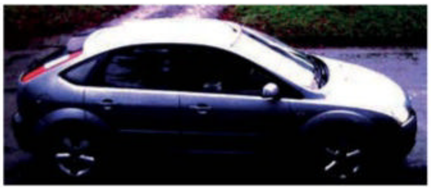
123978

FORD FOCUS

2009, 92166 miles, £1,050. Here I have my 2.0 Ford Focus convertible for sale, it's had water pump and timing belt change done at 89k, new front drivers side baring done recently, new driveshaft bellow, new abs sensor. Full service done which I do myself, the car is going in for mot on Friday, I have had it in for a pre mot already and done work needed for the car, I take my vehicles to formula one as they know me well and know I do all work to my vehicles. It has the age related marks on the car, all still there from when I bought the vehicle, roof works as you can see in photos, ideal for the summer, £1100 ono is the price, no swaps, thanks for looking, any questions feel free to ask. Mot certificate is now added, fresh 12 months from today, valuation is at top end no marks, so getting a bargain, sensible offers will have replies. Please call 07860108942, Yorkshire and the Humber.

123577

FORD FOCUS



£895. 1.6 petrol 2007 "Climate" 5-speed, light Azure blue, no accidents, MOT Feb 2025, 7 services, two owners, 2 keys, Ford RDS digital CD, alloys, cost £14,995 new, 153k so £895, could deliver. Please call 07754688636, South West.

123701

FORD ANGLIA

1958, £1,000. 100E. Unfinished project due to ill health. Please call 01305 833024 or 07757252496, South West.

124945

FORD ESCORT

1982, £9,750. Mk3 XR3. Twin '40' carbs, sports exhaust, 5 spd gearbox, uprated springs, Pirelli tyres, all XR3 extras, ready to use and enjoy. MOT'd free tax, priced to sell. Please call 07774 154481, South West.

124878

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FORD FIESTA

42800 miles, £1,395. 1.4 Ghia. S Reg. Met/silver only 2 owners, sunroof, 14 stamps in the book, 2 keys, full 12 months MOT, taxed lovely car. Looks and drives nice. Please call 07485680885, North West.

124573

FORD ANGLIA

£10,000. Project for sale. 1200cc Anglia. Complete car in working order, all steel, very solid car above and below. Comes with, 1700cc Crossflow engine with twin webber 40's, type 9 gearbox, exhaust, rad, Escort prop shaft, MK 2 Escort rear axle with LSD, transmission tunnel, MK 2 Cortina front legs. I have lots of pictures, located in South Hertfordshire, no time wasters please. Please call 07860 246900, East of England.

125129

FORD CONSUL

1963, 59018 miles, £19,000. New head-liner and upper trim. All windows have new rubbers. Heater system overhauled and matrix repaired. Inertia lap belts on front seats. Remote car alarm system fitted. Dash cam, front and rear, still boxed (not fitted yet) being sold with the car. New silicone hoses and stainless steel clips and fittings. New washer bottle, motor and jets. New stainless steel GT four branch manifold and full exhaust system from club. Aluminium rocker cover original (not modern). New starter motor. Replaced wheel studs with longer ones. Re-built brake calipers with new pistons and seals. Wax oiled undersealed. Installed AccuSpark electronic distributor, coil and leads. Runs sweet. Lots of spares plus Manuals and Parts catalogues. Please call 07932723682, South East.

124002

FORD V8

1951, 38 miles, £10,250. Pilot. First registered in Cardiff in February 1951, there have been six owners prior to the present owner. Although no full history is available, there are a number of invoices for various works carried out over the years. Since I bought it in April 2020, it has been garaged and never driven in the wet. Previous owners have converted it from 6volts to 12volts, have fitted a new carburettor, electric fuel pump, and electronic ignition, and the front seats have been refurbished along with the steering wheel. Work carried out by the current owner includes both water pumps renewed, a 16" electric fan fitted, a new generator, a NOS starter motor, brakes overhauled, the old oil filter replaced with a modern screw on. Chassis and body are all solid, paint good. All electrics work (apart from the clock). Although the semaphores work, indicators have been fitted. Please call 07395712825, Greater London.

124258

FORD FIESTA

1995, 58824 miles, £13,995. RS1800 finished in Ash Black metallic. Very rare and limited run car. Registered with RSOC. Comes complete with Private vehicle specific number plate. Has FSH, original sales brochure and A4 file full of history. Fitted with period correct magnex stainless exhaust, original wheels and four new tyres. It has been dry stored for last 12 years and recommissioned 2 years ago. Cambelt and serviced at 58,824. No advisories on last Mot. Please call 07565204239, South West.

123812

FORD FIESTA

1995, £1,000. MK3 facelift has electric windows 1.3 lxi version s door central locking, have most MOT's from new, have owned since 26K, never been welded MOT expired March 2023, have new front bumper in wrapper. Please call 07459608118, Greater London.

123917

FORD FOCUS

£950. 1600 cc petrol 5-speed, 2005, "LX" 5 door, MOT 19th March, HPi clear, new starter, tyre, wheel bearing, full service all this year, Ford 6000 cd, remote locking, alloys, can deliver anywhere. Please call 07793 057069, South West.

124587

FORD FOCUS 2.0

2008, 059109 miles, £2,700. TDI titanium with leather seats, electric driver seat and heated front seats, it does have some scratches but nothing major, engine runs lovely all the electrics work as they should and has a towbar, MOT until January 2025, good condition tyres! Please call 07960976926, South West.

123810

LANCASTER INSURANCE
CLUB MEMBER DISCOUNTS
SPECIALIST CLASSIC FORD INSURANCE WITH YOU IN MIND | 01480 400897
LANCASTER INSURANCE

FORD FALCON

£12,950. 2.8 straight six. 63,000 miles, 3 owners, new parts fitted plus box spares, just needs minor detailing. Genuine reason for sale. Located nr Stansted Airport. Please call 07860 113318, East of England.

124646

FORD T200 CHILLER

2007, 125000 miles, £1,700. Transit Connect L200 TD SWB, full MOT. White, owned for 6 years, Hubbard chiller unit, the roof cowling is missing however. Please call 07791 747291, East of England.

125183

FORD D SERIES

1976, £10,000. 16 tonner alloy tipper used on corn and sugar beet very tidy lorry. Also Ford Cargo day cab T/Unit 17 tonner 820000 miles from new £6000. Please call 07759 473380, Yorkshire and the Humber.

124898

FORD TRANSIT

1991, £1,500. 100. Long wheelbase, semi high top, 1993 cc petrol, 2 family owners from new, 123677 genuine miles, service history, in need of total restoration, no MOT. Please call 07713769843, East Midlands.

124577

FORD THAMES

1960, £6,500. Van camper. Ex ambulance mod campervan 2 berth last ran 2020 1705 cc petrol slight fire damage RH needs paint and windows needs tidy up inside, brakes hydlocks done clutch stuck, text/phone for info. Please call 07960147138, North East.

124739

BEWARE SCAMMERS!

We value your advertising and want to remind you be aware of scammers. Scammers are clever and can often seem genuine so please remember :

- Kelsey will **never** contact you to upsell your free advert to a paid for one.
- Do not share any financial or personal information with people you do not know.
- Kelsey are not responsible for any transactions between seller and buyer.
- You can report scam calls to us via email at **cars@kelseyclassifieds.co.uk**

FORD THAMES

1958, POA. Three owners, always garaged, never been welded, complete brake overhaul 2023 trim and window seals would benefit from some TLC. Mech sound and usable. Please call 01525874358, East of England.

124342

FORD TRANSIT

1999, 148869 miles, £3,750. T reg, 2.5 diesel banana engine, tested till 8th November, had new clutch and radiator in February, reliable work horse. Please call 07881951368, North East.

124380

FORD F30

1943, £11,500. Bofors gun tractor. Up and running has been rallied, recent new canvas made to original spec: dry stored in workshop. No rust. Current owner last 49 years. Please call 07970780023, East of England.

124800

LANCASTER INSURANCE
WE'RE RATED EXCELLENT ON TRUST PILOT
SPECIALIST CLASSIC FORD INSURANCE WITH YOU IN MIND | 01480 400897
LANCASTER INSURANCE

FORD MK2 ESCORT PARTS

POA. Located in Ireland, can deliver tracked with no extra fees. Call 00353 87 415 2081 or WhatsApp this no. For any photos required. 2 Dr bodyshell, rhd. Totally original, only needs basic restoration. UK 1980 rs2000 custom totally rotten, brave restoration. Lots of parts missing but has original engine, gearbox etc. A lot of 1600 crossflow parts available. Standard and rally, new and used. Good deals, Bvh, forged pistons, billet flywheels etc. New genuine Italian weber twin 40's. Rs2000 bulkhead pad, 50" wide English axle case and halfshafts 3.88 and 4.1 cwp Australian type E gearbox with lever forward for standard tunnel hole. Loads of various parts, ask. Please call 00353 87 415 2081, Ireland.

125169

FORD PARTS

POA. Alloy VGC new centre cap. Tyre looks new 185x55 R14 H80. 2 Steel rims looks VW 165x70 R14 4 tyres. Please call 07459608118, Greater London.

125175

FORD CORTINA SPARES

POA. Cortina spares, windows gearbox petrol tank lights assorted, like them all to go as job lot 225-40-18" 4 st alloys- tyres new 150 Hayne manuals. Please call 07514 334447, Yorkshire and the Humber.

125190

FORD MK1 ESCORT FRONT DRIVERS SEAT

£40. In black vinyl, good condition. Please call 07901675330, Yorkshire and the Humber.

125192

FORD ESCORT ORION SIERRA WHEELS

1988, £250. 4 No. Ford Escort, Orion, Sierra alloy wheels. 5.5Jx14". Refurbished to a high standard. Complete with centre caps and virtually new tyres with plenty tread, Barum Brillantis 2 185/60 R14. Collection only. Please call 07951012580, North East.

124866

FORD SIGN

Ford
AUTHORIZED SERVICE STATION
USING GENUINE FORD PARTS

£55. Ford Authorized Service Station enamel sign. Not tin, size 12 x 8 inches. Few chips on outside. Post free. Please call 02083997541, South East.

FORD ENAMEL SIGN

Ford
ROUTE
66

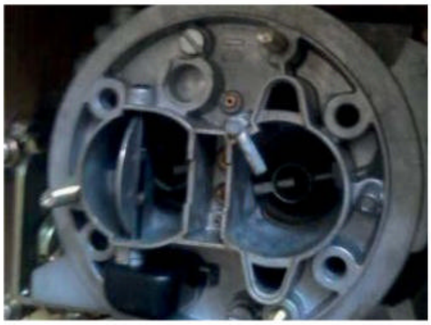
£55. Route 66, size 12 x 8 inches approx, not tin enamel. Post free. Please call 07946747481, South East.

MK 3 ESCORT SPARES

POA. Heater/ column switches for MK3 Escort, low mileage car. New webber twin choke carb boxed. Please call 07459608118, Greater London.

124253

MK 3 ESCORT CARBURETTER



POA. Spares. Please call 07459608118, Greater London.

124254

FORD ESCORT MK1/11 PARTS

£500. 2 door, chassis, parts, L/Book, £500 plus Estate Van etc. Please call 07979 406536, South East.

125259

FORD CORTINA MK1 PARTS

Wanted. Early 60s. Pre air flow. Front indicators 1 x pair required. Please call 07860 379440, East of England.

124332

FORD WANTED FOR MAGAZINE FEATURE

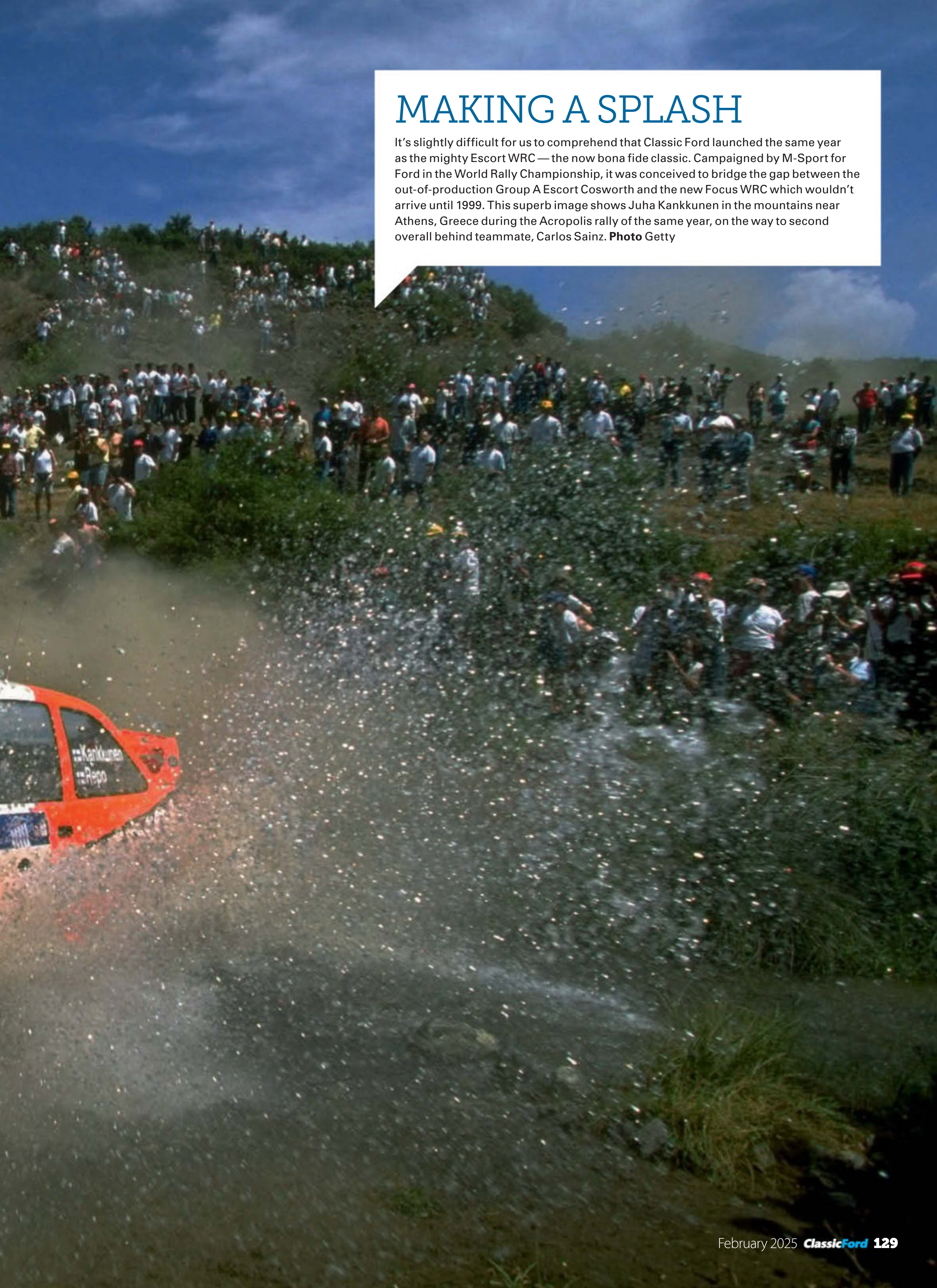
Wanted. For Classic Ford magazine tribute feature. 1977/1978/1979. R/S/T Plate. Ford Cortina mk 4 2.0GL. Prefer Nevada beige with black interior. No vinyl roof. For XNN36S tribute feature my late fathers old motor. Please contact Jonathan Esberger at jonathanesberger@gmail.com. It would mean the world to me if we could find a suitable donor vehicle. For the feature are you willing to lend us your prized motor. South East.

124953

PARTING SHOT

LOOKING TO THE PAST ONE CLASSIC IMAGE AT A TIME

REPSOL
ESCORT



MAKING A SPLASH

It's slightly difficult for us to comprehend that Classic Ford launched the same year as the mighty Escort WRC — the now bona fide classic. Campaigned by M-Sport for Ford in the World Rally Championship, it was conceived to bridge the gap between the out-of-production Group A Escort Cosworth and the new Focus WRC which wouldn't arrive until 1999. This superb image shows Juha Kankkunen in the mountains near Athens, Greece during the Acropolis rally of the same year, on the way to second overall behind teammate, Carlos Sainz. **Photo** Getty

RACE
Rally and Competition Equipment

NEW FABRICATION AND SUSPENSION PARTS MK1 AND 2 ESCORT

OVER 30 YEARS IN MOTORSPORT" WE HAVE MANAGED TO BRING TOGETHER THE FINEST SELECTION OF HIGH QUALITY FABRICATED COMPONENTS, CLUBMANS OR WORKS SPEC. ALL PARTS HAVE BEEN DEVELOPED, TRIED & TESTED REPRESENTING TRUE VALUE FOR MONEY.

BODYSHELL, GRP4 CLUB SPEC

4 LINK KIT REINFORCED BODYBOXES 5/8 RODS, JOINTS, BUSHES, BRACKETS	COMPLETE - £275
4 LINK KIT HEAVY DUTY, BIG BUSHES 5/8 JOINTS, MI4 BOLTS, SUIT ESCORT RUNNING COIL OVERS COMPLETE	£324
4 LINK TO CHASSIS SKIDS	PAIR £16
PANHARD ROD KIT 5/8 ADJ	COMPLETE £90
PANHARD ROD KIT 5/8 FIXED TOWER	£81
ANTI TRAMP BAR KIT MK1	£120
ANTI TRAMP BAR KIT MK1	£114
TURRET, ANTI TRAMP, PHR AXLE BRACKET	£5
CLUB LARGE GEARBOX TUNNEL	£45
SMALL GEARBOX TOWER WITH GAITOR PLATE	£25
ALLOY SURROUND GAITOR PLATE	£17
4 LINK CROSS BRACES	PAIR £19
FUEL TANK PLATFORM SUIT SHAPED TANK C/W STRAPS	£94
FUEL TANK PLATFORM SUIT INJECTION TANK	£98
DRY SUMP TANK PLATFORM	£25

GRP4 FIREWALL KIT, FITS WITH TURRETS INC BOOT INFILLS	£81
MK1+2 NON TURRET ALLOY FIREWALL	£49
SPRING HANGER SKIDS	£10
BOTTOM RAD CUT OUT	£13
TOP RAD CUT OUT GUSSET PANNEL	£28

BODYSHELL GROUP 4 WORKS SPEC

4 LINK BODYSHELL KIT 3/8 INC BRACKETS COVERS SKIDS LONG LINK BOLTS + TUBES AND CROSS BRACES	£190
4 LINK BODYSHELL KIT ½ HEAVY DUTY INC BRACKETS, COVERS, SKIDS, LONG LINK BOLTS, TUBES AND CROSS BRACES	£200
MK1 GRP4 SHORT 4 LINK BOX KIT	£158
GRP4 PANHARD ROD KIT L/H OR R/H TOWER COMPLETE	£160
GRP4 MULTI PIECE PANHARD ROD TOWER	£60
GRP4 ROUND REAR TURRETS	£80
BULKHEAD PLATE 1 PIECE	£16
BULKHEAD PLATE 3 PIECE	£24
ATLAS LONG DIFF TUNNEL	£20
BULKHEAD GUSSETS 1XSHAPED	£32
FRONT CHASSIS SKIDS	£24
CHASSIS TO SILL SKIDS	£24
GRP4 STRUT TOP PLATES	£48
REAR INNER MK2 ARCH INFILLS	£19
FIA 35MM SEAT MT KITS BOLD IN WELD IN FRONT	£58
CROSSMEMBER TUBE + BOLT INSERT KIT	£24
15" REAR TUBS WITH OR WITHOUT TURRET CUT OUT.... PAIR	£258
MK1 STEEL WORKS BUBBLE ARCHES	£400
ROLL CAGE TUBE 2M	£30
JACKING POINT KIT (SILL STAND)	SET £28
GRP4 WATTS TOWERS MULTIPIECE	PAIR £125
GRP4 WATTS BARS BUSHED	PAIR £90
GRP4 4 LINK ROD BUSHED 1/2	EA £45
GRP4 4 LINK ROB BUSHED 5/8	EA £55
GRP4 PANHARD ROD BAR 5/8 BUSHED	£64

STRUT BRACES

GRP4 STRUT BRACE KIT WITH WELD ON BRACKETS AND STEEL BAR	£48
WITH ALLOY BAR	£70
WITH OVAL STEEL POWDER COATED BAR	£80
WITH CARBON LIGHTWEIGHT BAR	£165
MK1 WORKS FLAT TYPE "BOLD ON" STRUT BRACE KIT	£48

SUSPENSION TO BODYSHELL

WORLD CUP X-MEMBER FULL GRP4 SPEC	£435
WCXM CLUB STD OR LRM	£250
WCXM BASE GRP4	£360
WCXM BASE CLUB STD OR LRM	£170
WCXM MOUNTS BDA/PINTO INC BOLTS	£70
ANTI DIVE KIT	£55
DOUBLE WIDTH KIT	£55
GRP4 TENSION STRUT KIT TARMAC	£350
GRP4 TENSION STRUT KIT GRAVEL	£425
T/S ANTI ROLL BAR KIT	5/8 £130 .... 3/4 £160
T/S ANTI ROLL BAR KIT 25MM	£178
COMPRESSION STRUT KIT FIXED BAR	£150
COMPRESSION STRUT KIT IN-SITU ADJ	£170
COMPRESSION STRUT 16MM ANTI ROLL BAR KIT	£162
CHASSIS MT ENGINE KITS VAUXALL FORD OHC/XF DURATEC	£80
TWIN CAM ANTI ROLL BAR	£150

TRACK CONTROL ARM'S (TCA'S)

IN-SITU ADJ TCA'S INNER RUBBER BUSHED	PAIR £220
IN-SITU ADJ TCA'S 3/8 R/JOINTS INC FITTING KIT	PAIR £220
HISTORIC FIXED ADJ TCA'S RUBBER BUSHED OR R/JOINTED	PAIR £220
IN-SITU FABRICATED TCA'S FOR COMPRESSION OR TENSION STRUT	£510
WATTS LINKAGE KIT ATLAS	£300
WATTS LINKAGE KIT ENGLISH	£250
PTFE SLIPPER KIT	£55
SHORT REAR SPRING SHACKLES	£48
U BOLT PLATES	PAIR £35
GRP4 AXLE BUMP STOPS X 2	£65
MULTI LEAF FOREST 5 LEAF SLIPPER SPRINGS TAPER THICKER MAIN LEAF	PR £300
MULTI LEAF FOREST 5 LEAF SLIPPER SPRING TAPER SOFT RIDE	PR £250
SINGLE LEAF SLIPPER SPRINGS	PR £250
CD6 MK1 4 LEAF TWIN EYE SPRINGS	£250
MK2 SINGLE TWIN EYE 146	PR £230
2 LEAP SLIPPER SPRINGS	PR £160

BIAS PEDAL BOXES AND BRAKES

PEDAL BOXES HAVE GENUINE GIRLING CYLINDERS

MK2 BIAS ADJ PEDAL BOX CABLE	£390
MK2 BIAS ADJ PEDAL BOX HYD	£450
MK1 BIAS ADJ PEDAL BOX CABLE	£390
MK1 BIAS ADJ PEDAL BOX HYD	£450
GRP4 THROTTLE PEDAL	£40
TUBE DASH ADJ MK2	£33
FLEXIBLE CLICK DASH ADJ	£33
GIRLING RESERVOIR THREADED	£20
AP RESERVOIR + BRACKET PUSH ON	£25

GENUINE AP DISC & CALIPER

MONTE ESCORT 4 POT CALIPER	£800
MONTE AP OR ALCON DISC	£195
FOREST ESCORT 4 POT CALIPER	£740
FOREST AP DISC	£190
GRP4 REAR 2382-2383 CALIPER	£600
GRP4 SOLID FF REAR DISC	£150
AP 2377 REAR TWIN POT CALIPER WITH HANDBRAKE MECH FITTED	£375
13" FRONT AP DISC BELL	£22
DISC BELL BOLT KIT X 12	£20

NEW AP RADIAL 13" FRONT BRAKE KIT FORD ESCORT MK2 COMPLETE WITH VENTED DISCS, ALLOY BELLS, MOUNTING BRACKETS PADS + PIPES	**£1150**
WITH GENUINE AP DISCS KIT	**£1400**
AP 15" RADIAL FRONT ESCORT BRAKE KIT 5040 CALLIPERS AP 304X28 DISCS MOUNT PADS + PIPES COMPLETE	**£2150**
AP MONTE CARLO GPR4 ESCORT HISTORIC BRAKE KIT COMPLETE	**£2250**
AP FOREST GPR4 ESCORT HISTORIC FRONT BRAKE KIT COMPETE	**£1950**

RS2000 GEN FORD TRACK ROD END	£58
GRP4 CAST STEERING JOINT SHORT	£44
2.8 CAPRI GRP1 VENTED DISC	£65
ELECTRIC POWER STEERING KIT USING VAUXHALL CORSA MOTOR + ECU ALL BRACKET WORK MK1 & MK2 ESCORT RHD & LHD	£850
GEN FORD MK2 ESCORT BRONZE BUSHED 2.4 QUICKRACK	£350
...WITH NEW LONG ARMS FITTED	£400
ALL NEW H/D MK2 ESCORT QUICKRACK 2.4 OR 2.2 RHD OR LHD K/C	£360
SIERRA REAR DISC BRAKE KIT WITH WELD ON BRACKETS + PADS	£300
SIERRA CONVERSION H/B CABLE	£30

SUSPENSION AND MOUNTINGS

ALLOY 2 1/4 SPRING SEATS 1" TALL	£13
ALLOY 2 1/4 SPRING SEATS 3" TALL	£17
ALLOY 2 ¼ LOCK RINGS	£10
ALLOY 2 ¼ D SHAPE TOP CAPS	£13
ALLOY 4" WIDE SPRING SEATS	£32
STEEL SPRING TOP CAPS RS	£15

RS200 BILSTEIN STRUT CASINGS GRP4 THREADED ADJUSTABLE LONG, SHORT OR FIXED PLATFORM £225 EACH

HEAVY DUTY BILSTEIN STRUT BODIES WITH SPECIAL FORGED STUB AXLES £475 EACH

BILSTEIN FRONT INSERTS

260/60 – 300/70 LONG	£130
300/70 SHORT	£135
300/100 LONG	£130

BILSTEIN REAR DAMPERS

GRP1 MK2 ESCORT STD FIT	PR £240
GRP4 ESCORT REAR TURRET	PR £240
GRP4 REAR COIL OVER	PR £435

ESCORT FRONT TOP MOUNTS

RUBBER ROLLER BEARING TOP MOUNTS	£80
GRP4 2 PIECE CONCENTRIC ALLOY BLACK	£88
ECCENTRIC OFFSET ALLOY TOP MOUNTS	£70
ALLOY BLACK RBTM TYPE	£88
ESCORT ADJ SLIDING TOP MOUNT	£126
HIGH ANGLE TOP MT NUT + WASHER	£6.50
PLASTIC DUSTCOVER RB TM	£12

FRONT HUB STUDS PLUS NUTS

GR P4 FRONT ALLOY HUBS	£68
GRP4 FRONT WHEEL STUD	£5.50
GRP4 FRONT WHEEL NUT	£3.25
GRP4 WHEEL INSERT	£2.75
ALLOY HUB CAPS STD/ BB	£8
GRP4 MACHINED WHEEL SPACER	£9
LONG M12 FORD WHEEL STUD	£1.25
OPEN END M12 STUD WHEEL NUT	£1
GR P4 TO STD M12 WHEEL NUT	£2

COIL SPRINGS TOP QUALITY

FRONT BILSTEIN WELD ON STRUT ADJUSTER KIT 2 1/4 CAR SET PR	£70
REAR BILSTEIN 2 1/4 SLIP OVER KIT C/W SPRING SEAT STOP CAPS PR	£80
RS2000 FRONT COIL SPRINGS FROM	£50
RS2000 FRONT FLAT GROUND FROM	£50
2 1/4 ALL LENGTHS AND RATES FROM	£50
2 1/4 PROGRESSIVE 12", 14" DUEL RATE FROM	£65
2 1/4 BLUE HELPER SPRING	£35
LOWERING BLOCK KITS 1"-2" KIT	£30

ALLOY PRODUCTS

ESCORT SHAPED PETROL TANK BAFFLED WITH TWIN TAKE OFFS SIGHT GAUGE C/W FILLER NECK & SPLASH TRAY	£240
ESCORT SHAPED INJECTION TANK WITH LH OR RH SUMP C/W FILLER NECK PLUS SPLASH TRAY	£315
TARMAC ALLOY ARCHES SET	£375
FOREST ALLOY ARCHES SET	£360
WIDE TARMAC REAR ARCHES	£235
ALLOY FRONT SPOILER GRP4	£85
ALLOY FRONT SPOILER TALL	£95
DRY SUMP TANK RECIRCULATION TYPE	£240
DRY SUMP TANK RECIRCULATION TYPE WITH SHAPED CATCH TANK FITTED	£300
ALLOY CRANKCASE BREATHER BOX	£49
ENGINE BLOCK PINTO/X-F UNION	£8
REAR MK2 ALLOY LAMP PROTECTORS	£19
ALLOY BATTERY TRAY (240X175)	£42
MK2 CENTRE INSTRUMENT PANEL	£40
ALLOY SWIRL POT FUEL 1 LTR	£115
MK2 DASH BINACLE INSERT	£40
1 LITRE CATCH TANK 2X ½ FITTINGS	£58
1 LITRE CATCH TANK WITH BREATHER	£73
RT30 BATTERY TRAY FLAT BLACK	£80
RT30 BATTERY TRAY VERTICAL BLACK	£90
REAR MK2 ALLOY SPOILER	£90
CO-DRIVER ALLOY FOOTREST	£40
DRIVERS PUNCHED HEEL PLATE	£26
FACET PUMP + FILTER KING BRACKET	£30
NAVIGATOR TRIP DASH POD	£50

GEARBOX'S

5 SPEED ZF DIRECT TOP FULL SPEC GEARBOX C/W TOWER + LEVER	£7,800
5 SPEED TYPE 9 TRACKSPORT STRAIGHT CUT 2.2 1ST	£2,375
OR WITH HEAVY DUTY MAIN SHAFT	£2,800
5 SPEED TYPE 9 TRACK SPORTS ME HELICAL 2.48 1ST	£2,375
5 SPEED TYPE 9 HELICAL SPORT 2.752 1ST	£2200
4 SPEED TRACKSPORT H/D STRAIGHT CUT 2.2 OR 2.04 FIRST ALLOY MAIN CASE H/ D MAIN SHAFT + LAYSHAFT PIN	£3,500

NEW ATLAS AXLE CASINGS

GRP4 FULLY FLOATING THICK TUBE DOUBLE PINNED FULL GRP4 SPEC BRACKETS PREPARED TO THE HIGHEST STANDARD HISTORIC AND MODERN SPEC ANY LENGTH FROM	£800
GRP1 THICK TUBE WITH STANDARD ENDS (BABY 48 1/2", NARROW 49 7/8", WIDE 50") ALL GR P4 BRACKET WORK	FROM £470

DRIVE SHAFTS AND FLANGES
TOP QUALITY FULLY FLOATING AND GR1 HALF SHAFTS

740- 770 INC NUT	£155
790- 820 INC NUT	£168
740- 770 SPECIALS INC NUT	£260
770- 810 SPECIALS INC NUT	£280
FULLY FLOATING FLANGE	£75
GRP1 2 PIECE SHAFT BABY NARROW OR WIDE 18 TOOTH	£170
GRP1 FLANGE STD/GRP4 STUD	£75
HALFSHAFT RETAINER PLATE	£6.50
DRUM SPACER PLATE	£5.50
18 TOOTH ZF SIDE GEAR	£70
GRP1 SHAFT 16 SPLINE ENGLISH/ ESCORT	£170

QUAIFE BIG BEARING HUB KITS BOLTS ON TO ENGLISH/ATLAS C/W 16 SPLINE, 18 SPLINE SHAFTS £890

FULLY FLOATING T/T ATLAS REAR HUB	£65
GRP4 F/F RACE STUD INC BOLT	£11.50
METRIC F/F HUB BEARING	£25
STEEL O RING CARRIER	£12
STEEL SPLIT F/F LOCK RINGS LH/ RH	£16
F/F AXLE SEAL KIT	£15
REAR F/F ALLOY DISC BELL	£30
ZF 18 SPLINE MOTOR SPORT LSD	£1350
GRIPPER 18 SPLINE ATLAS LSD	£950
ZF WAVY PLATES	£25
ZF DIFF PLATE KIT X6	£155
ZF DIFF FRICTION PLATE ONLY	£30
ZF ATLAS STEEL ENDPLATE	£140
ZF ATLAS STEEL HOUSING	£300
ZF DIFF END THRUST WASHER	£16
5.3, 4.9 ATLAS C.W.P	£400
4.1, 4.4, 5.8 ATLAS C.W.P	£460
4.6 ATLAS C.W.P	£300
3.44, 3.77 AT THE C.W.P	£300
5.1 ATLAS C.W.P (BEST AVAILABLE)	£320
ENGLISH SALISBURY 22 SPLINE LSD	£570
ENGLISH SALISBURY 16 SPLINE LSD	£580
ENGLISH 18 SPLINE PLATE LSD	£715
SALISBURY ENGLISH STEEL ENDPLATE	£125
16 SPLINE SALISBURY ENGLISH SIDE GEAR	£85
5.1, 4.9, 4.7, 4.4 ENGLISH C.W.P	£250
3.9, 3.7, 3.54 ENGLISH C.W.P	£250

NEW ALLOY BELL HOUSINGS

RS2000 TWIN STARTER	£187
16 ASTRA-FORD STRAIGHT	£187
RS AND TYPE 9 HYD	£255
SIERRA TYPE 9 CABLE SINGLE STARTER	£235
2000E HYD	£220
2000E CABLE	£265
ZF/BDA HYD WORKS TYPE	£265
ZF/PINTO HYD LH STARTER	£275
BORG WARNER TO PINTO	£260
DURATEC TO TYPE 9 CABLE	£285
DURATEC TO TYPE 9 HYD	£325
TOYOTA 4AG TO TYPE 9	£295
ROCKET/T9 HYD RH STARTER	£275

Est 1986

HONDA K20/24 TYPE 9	£420
MILLINGTON TYPE 9 SPECIAL	£500

INLET MANIFOLD TWIN CARB

PINTO 2 X 48 SPECIAL	£150
N/A COSWORTH	£155

COMPETITION CLUTCH

7 1/4 LUG PADDLE CLUTCH	£590
7 1/4 A-RING PADDLE CLUTCH	£500
7 1/4 3 BLADE PADDLE PLATE	£150
7 1/4 4 BLADE PADDLE PLATE	£175
RS2000 8 1/2 EXEDY H/D CLUTCH KIT	£205
RS2000 8 1/2 EXEDY PADDLE CLUTCH KIT	£310
QUARTERMASTER 7 1/4 PADDLE CLUTCH KIT	£680

COMPOSITION EXHAUST MANIFOLD

RS2000 3 PIECE 2 1/4 AND 2 1/2	£190
N/A COSWORTH THREE PIECE 2 1/4 AND 2 1/2	£235
16 V ASTRA INTO MK2 ESCORT	£245
X-F 4 INTO 1 RALLY	£175
DURATEC INTO MK2 ESCORT	£235
16 V ZETEC RWD INTO ESCORT	£195

FAST ROAD COMPETITION 2" MANIFOLD

RS2000 4-2-1 OHC	£175
1300/ 1600 X- FLOW 4-2-1	£150

ASHLEY MANIFOLD'S IN STOCK OTHER MODELS TO ORDER

COMPETITION EXHAUST MANIFOLDS

PINTO 2 1/2 RIGHT HAND SINGLE BOX	£175
PINTO 2 1/2 RIGHT HAND TWIN BOX	£190
PINTO 2 1/4 RIGHT HAND SINGLE BOX	£150
PINTO 2 1/4 HAND TWIN BOX	£160
IF L/ H CROSSOVER SYSTEM ADD	£20
RS2000 RH 2 1/2 REAR BOX ONLY	£130

FAST ROAD COMPETITION 2" SYSTEMS

RS2000 MK2 SINGLE BOX	£125
RS2000 MK2 TWIN BOX	£135
ESCORT MK2 X- F SINGLE BOX	£115
ESCORT MK2 X- F TWIN BOX	£125
ESCORT MK1 TWIN BOX SYSTEM 3 PIECE	£135

ABOVE ASHLEY EXHAUST SYSTEMS IN STOCK MANY MORE MAKES AND MODELS AVAILABLE

BOLTON SAFETY AND SERVICE PARTS

5-SPEED R/JOINED QUICKSHAFT	£60
4-SPEED R/JOINED QUICK SHAFT	£60
ROCKET/ATLAS H/D PROP SHAFT	£220
ZF ATLAS H/D PROPSHAFT	£240
2 PIECE H/D PROPS (SUIT DOG BOX)	FROM £400
ATLAS AXLE 10MM ALLOY BRACE KIT	£120
WIDE STEEL DIFF SKID	£65
BACK COVER HALF MOON SPREADER PLATES	£16
ALLOY BRACE CANISTER BRACKETS X2	£21
NEW MK2 ESCORT TWIN WIPER KIT	£300

FIRE EXTINGUISHER SKITS SPA

4.0 LTR MECHANICAL KIT WITH 2.4 HANDHELD FIA COMPLETE	£330
4.0 LTR ELECTRIC KIT WITH 2.4 HANDHELD FIA COMPLETE	£600
3.0 KG GAS ELECTRIC NOVEL SYSTEM + 2.0 LTR GAS HANDHELD FIA COMPLETE	£1060
MK2 ALLOY Q/R LAMP BRACKETS	£50
MK1 ALLOY Q/R LAMP BRACKETS	£65
3 WAY LAMP BRACKET ADAPTORS	£36
BILSTEIN TALL QUICKLIFT JACK	£150

GRP4 CHASSIS MOUNT SUMPGUARDS

WITH ¼ 6MM PLATE TARMAC	£178
WITH 5/16 8MM PLATE	£195
WITH 3/8 10 MM PLATE FOREST	£210
NEW LONG GRP4 CURVED CHASSIS MT GUARD WITH SKIDS	£295
ZP GEARBOX ALLOY GUARD	£65

NEWMAN CAMSHAFTS PROVEN RESULTS

FORD PINTO CAMSHAFT	£165
X-FLOW CAMSHAFT	£160
PINTO CAM FOLLOWERS X8	£60

ALL PROFILES FAST ROAD, ROAD AND RACE

RS2000 ALLOY SUMP PAN RHD/LHD	£325
RS2000 PICK UP PIPE	£65
GEN FORD RS200 CLUTCH FORK	£90
MK2 FRONT PLASTIC GRILL OVAL	£135
MK2 FRONT PLASTIC GRILL LETTERS	£135
GEN FORD OVAL GRILL BADGE	£35

GEAR REDUCTION STARTER MOTORS

RS2000 (135 TOOTH RING GEAR) HITACHI	£225
BDA/X-FLOW (110 OR 135) HITACHI	£225
BDA SPECIAL DENZO 110/135	£320
PINTO/BDA 90 AMP ALTERNATOR	£245
PINTO ALTERNATOR KIT, C/W BRACKET POLY VEE PULLEYS + BELT	£390
MK1 & MK2 CLEAR H4 WIPAC HEADLIGHT KIT MK1 £85 MK2 KIT	£125
MK2 PIAA HEADLIGHT CONVERSION INC BULBS	£360
PIAA PA80 SPOTLIGHT INC BULB	£140
MK1 & 2 MOULDED MUDFLAPS SET	£160
MK2 WIDE MOULDED MUDFLAPS TARMAC SET	£170
MUDFLAP MATERIAL 4MM X2	£12
ALLOY MUDFLAP BRACKET ......£2.00 BLACK	£4.50
ALLOY BONNET HINGES PAR	£35
MK2 ALLOY BOOT HINGES PAIR	£45

MK2 ESCORT ALLOY GRP4 RADIATOR C/W SENDER BOSS AND FAN BRACKET SUIT PINTO X-FLOW BDA ASTRA	£315
12" BLOWER FAN WITH BIS MOTOR	£98
FAN SENDER SWITCH	£15
CLASSIC BLACK ALLOY RADIATOR	£460

BDA SILICON RAD HOSES PR	£70
BDA SILICON HEATER HOSES PR	£70
PINTO SILICON RAD HOSES PR	£80
PINTO SILICON HEATER HOSES (SUIT 2X45)	PR £45
VAUXHALL 16V RAD HOSES PR	£90
FACET RED TOP PUMP KIT	£95
FACET RED TOP PUMP ONLY	£85
ALLOY FILTER KING LARGE BOWL	£58
FILTER KING GAUGE	£14
ALLOY FILTER KING BLACK-6	£74
FACET SOLID STATE FUEL PUMP KIT	£48
FUEL INJECTION PYRAMID TWIN PUMP + TWIN FILTER KIT	£370
BONNET PINS SILVER	£9
BONNET PINS ALLOY	£10
BOOT SPRINGS SET	£9
MK2 ALLOY BONNET STAY KIT	£31
HARNESS EYES	£1.50
HARNESS EYE BACK PLATE	£1.00
ALLOY PEDAL PLATES SET	£12
ALLOY INNER DOOR HANDLES PR	£8
LIGHTWEIGHT 19MM "RALLOY" WHEEL BRACE ON BRACKET WITH SPIN HANDLE	£72
ALLOY SPARE WHEEL POLE SINGLE	£20
ALLOY SPARE WHEEL POLE DOUBLE	£33
Q/R CONE CLAMP	£33
TRS Q/R REMOVABLE WHEEL STRAP	£39
SPOT LAMP STEADY BARS PR	£10
BATTERY CUT OFF SWITCH FIA	£28
SAFETY STICKER SHEET	£2
TRS HELMET HAMMOCK MESH	£32
NAVIGATOR NET MAP POCKET SMALL	£10
NAVIGATOR NET MAP POCKET LARGE	£12

TRS FIA HARNESS

MAGNUM 6 POINT	£180
MAGNUM 6 POINT ULTRALITE	£250
MAGNUM 6 POINT SUPERLITE	£220
MAGNUM 6 POINT ULTRALITE HANS	£250

ALL COLOURS AVAILABLE (STOCK BLUE + BLACK)

FIA COBRA BUCKET SEATS APPROVED

IMOLA PRO LOW SIDE STD BLACK	£485
IMOLA PRO LOW SIDE LARGE	£535
SUZUKA PRO HIGH SIDE STD	£555
SUZUKA PRO HIGH SIDE LARGE	£600
MONACO PRO STEEL FRAME	£200
ALLOW SIDE MT SEAT FRAME KITS	£50

CABLES & LINKAGES

WEBER ALLOY TWIN CABLE LINKAGE KIT	£60
BLUE THROTTLE CABLES 1 METER	£6
BLUE THROTTLE CABLES 3 METER	£7
RS2000 HEATSHIELD CLUTCH CABLE	£24
RED PULL CABLE 6FT	£10
RED PULL CABLE 12FT	£14
RACETEC 8,000 RPM TACHO	£130
RACETEC 12,000 RPM TACHO	£240
STACK TACHO ST200 10,500	£295
FULL RANGE RACETEC GAUGES FROM	£42
FULL RANGE STACK 52MM GAUGES FROM	£50
MONIT TRIPSMETERS G100 G200 FROM	£440
STILO INTERCOMS FROM	£190
AVANTI MAP LIGHTS	£35
WARNING TRIANGLE	£8
RALLY CAR TOW ROPE	£10

ODYSSEY SEALED HIGH OUTPUT BATTERIES

EXTREME 30 PC950 250X97X156	£185
EXTREME 50 PC1100 250X97X206	£200
CTEK SMART BATTERY CONDITIONER	£50

WINDSCREENS

MK1 ESCORT LAMINATED	£75
MK2 ESCORT LAMINATED	£75
MK1 ESCORT HEATED	£225
MK2 ESCORT HEATED	£225

POLYCARB WINDOW KITS CLEAR OR BRONZE

MK2 ESCORT 7 PIECE	£210
MK2 ESCORT 5 PIECE WITH SLIDERS	£235
MK1 ESCORT 7 PIECE	£310
MK1 ESCORT 5 PIECE WITH SLIDERS	£350

MAGNUM BODY PANELS ESCORT MK1 & 2 OVER "100" ITEMS STOCKED, HUGE PARTS LIST,

MK2 FRONT QUARTER BUMPERS PR	£150
MK2 REAR BUMPER	£200
MK1 QUARTER BUMPERS CHROME PR	£155
MK1 REAR BUMBER	£320
MK2 DOOR MIRRORS EACH	£28
MK2 FRONT INDICATORS EACH	£36
MK1 FRONT INDICATORS + LENS EACH	£50
MK2 REAR LIGHTS ....£42 +	LENS £23
MK1 ALLOY FRONT GRILL PLAIN	£230
MK2 REAR NUMBER PLATE LIGHTS X2	£28

MK1 & MK2 SAFETY DEVICES ROLL CAGE

FORD ESCORT MK1 & 2 6 POINT ARCH MT WITH DIAGONAL AND HARNESS BAR	£650
SINGLE SHAPED DOOR BARS X2	PR £140
MK2 ESCORT TURRET MOUNT MULTI POINT WITH DIAGONAL AND HARNESS BAR	£760
SINGLE SHAPES DOOR BARS X2	PR £140
MK1 & 2 ESCORT FULL SPEC BOLT IN MULTIPOINT WITH CROSS DIAGONAL AND HARNESS BAR, CROSS DOOR BARS, TUNNEL BAR AND DASH BAR	£1250
MK1 ESCORT WELD IN CDS ROLL CAGE WITH ALL EXTRAS	£795
MK2 ESCORT WELD IN CDS ROLL CAGE WITH ALL EXTRAS	£910

SIMPSON EXHAUST MANIFOLDS

3 BOLT BDA 4-2-1 2½	£750
5 BOLT BDA 4-2-1 2½	£750
PINTO 4-2-1 2½	£750
VAUXHALL XE 2.0 LTR/2.3 LTR	£750
COSWORTH N/A YB	£850
DURATEC	£750
OMP CORSICA SUEDE STEERING WHEEL	£180
MK1 & MK2 ALLOW S/W BOSS	£40
NEW MK2 ESCORT STEERING COLUMN	£180
QUICK RELEASE S/W BOSS KIT	£125

BRAKE PADS (100'S IN STOCK)

MINTEX 1144 1155 ETC	FROM £45
FERODO 2500 300 ETC	FROM £95
PAGID RS14 ETC	FROM £195

ZF DIRECT TOP GEARBOX PARTS
FORKS, RINGS, GEARLEVERS LARGE STOCK

NEW CARBON PRODUCTS

MK2 ESCORT BONNET	£525
MK2 ESCORT BOOT LID WITH SPOILER	£525
MK2 FRONT QUARTER BUMPERS PR	£100
MK2 REAR BUMPER	£100
MK2 REAR RS2000 BOOT SPOILER	£125
MK2 TOP PARCEL SHELF REAR	£160
MK2 REAR FIREWALL PLATE	£200
MK2 DOOR CARDS (VACUUM FLAT)	PR £250
MK2 RALLY SHAPED BOOT LINER	£130
MK2 RALLY DOOR MIRRORS	PR £135
ATLAS REAR DIFF COVER	£70
CORNER ARCH GUARDS	£50
ALLOY ARCH AND QUARTER GUARDS PR	£122
CARBON ROOF VENT	£175
REAR MK2 LAMP PROTECTORS	PR £32
NAVIGATORS FOOT REST TRS	£135
DRIVER FOOT HEAL PLATE	£85
TRS NAVIGATOR + DRIVER FOOT PLATE SET	£200
15" SPARE WHEEL TRAY "ANY CAR"	£170
CARBON MK1 FRONT QUARTER BUMPERS	PR £170

NEW FIBREGLASS PRODUCTS

FORD ESCORT MK1 & BONNET	£135
MK1 & 2 CARBON LAYER BONNET	£225
MK1 & 2 PLAIN BOOT LID	£100
BOOT LID WITH RS2000 SPOILER MK2	£150
BOOT LID WITH RS1800 SPOILER MK2	£160
BOOT LID CARBON LAYER RS2000 SPOILER	£215
BOOT LID CARBON LAYER RS1800 SPOILER	£245
MK1 BUBBLE ARCHES SET OF FOUR	£110
MK2 FOREST ARCHES 76 SPEC	SET £140
MK2 RS2000 BOOT SPOILER	£48
MK2 RS1800 BOOT SPOILER	£55
MK2 MEXICO FRONT SPOILER	£49
MK2 REAR BUMPER	£40
MK2 FRONT QUARTER BUMPERS	£50
MK2 FRONT QUARTER BUMPERS CARBON LAYER	£65
MK1 REAR BUMPER	£46
MK1 FRONT QUARTER BUMPERS	£50
MK1 TWIN COWEL DASH TOP	£125
MK1 TWIN COWEL DASH TOP FLOCKED	£165
MK1 6 DIAL DASH TOP RHD & LHD	£100
MK1 6 DIAL DASH TOP FLOCKED	£130
MK 1 WORKS CENTRE CONSOLE	£80
MK1 DIAL DASH BINICLE	£40
MK2 DASH TOP RHD FLOCKED	£150
MK2 DASH TOP WITH MOULDED DASH BINICLE	£120
MK1 ESCORT CHIN FRONT SPOILER	£60
MK1 & 2 FULL SIZE KEVLAR UNDER FLOOR GUARDS	£465

BLACK PLASTIC DOOR CARDS

FORD ESCORT MK1 + 2 DOOR AND INNER QUARTER CARDS WITH ORIGINAL PATTERN	SET OF 4 £100
MK2 DOOR CARDS ONLY PR	£64
PLASTIC UNIVERSAL ROOF VENT KIT WHITE	£105
PLASTIC UNIVERSAL ROOF VENT KIT CARBON FINISH	£125

COMPOMOTIVE WHEELS FORD ML GRP4 + STD FIT

6X13 ML ET18	£130
7X13 ML ET0	£135
8X13 ML ET-12	£140
7X15 ML ET10	£160
8X15 ML ET0	£165
9X15 ML ET-12	£190

SILVER OR GOLD IN STOCK
PIRELLI & HANKOOK COMPETITION
FOREST AND TARMAC TYRES

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